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RAILROAD

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JULY 1972 / **75¢**

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by Fritz Lehmann

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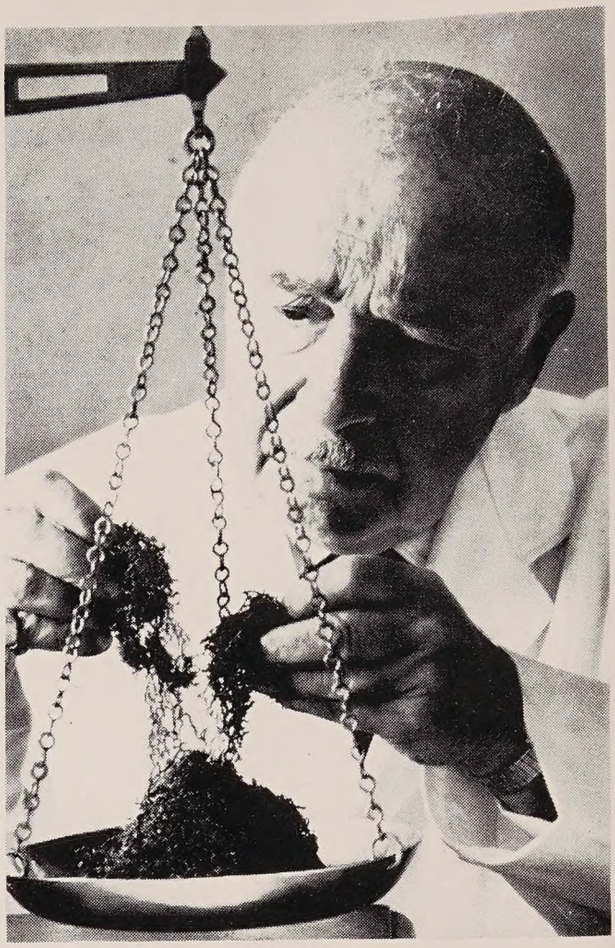

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 91, No. 3 JULY, 1972 75 CENTS

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It was a little after 5:00 p.m. on February 6, 1972, and razor-sharp cold, as Green Briar Railroad No. 2102, ex-Reading, on fantrip, made her way through Hagerstown, Md., yards of the Western Maryland.
Bruce G. Saylor, 2836 Leon Ave., Audubon, Pa. 19407

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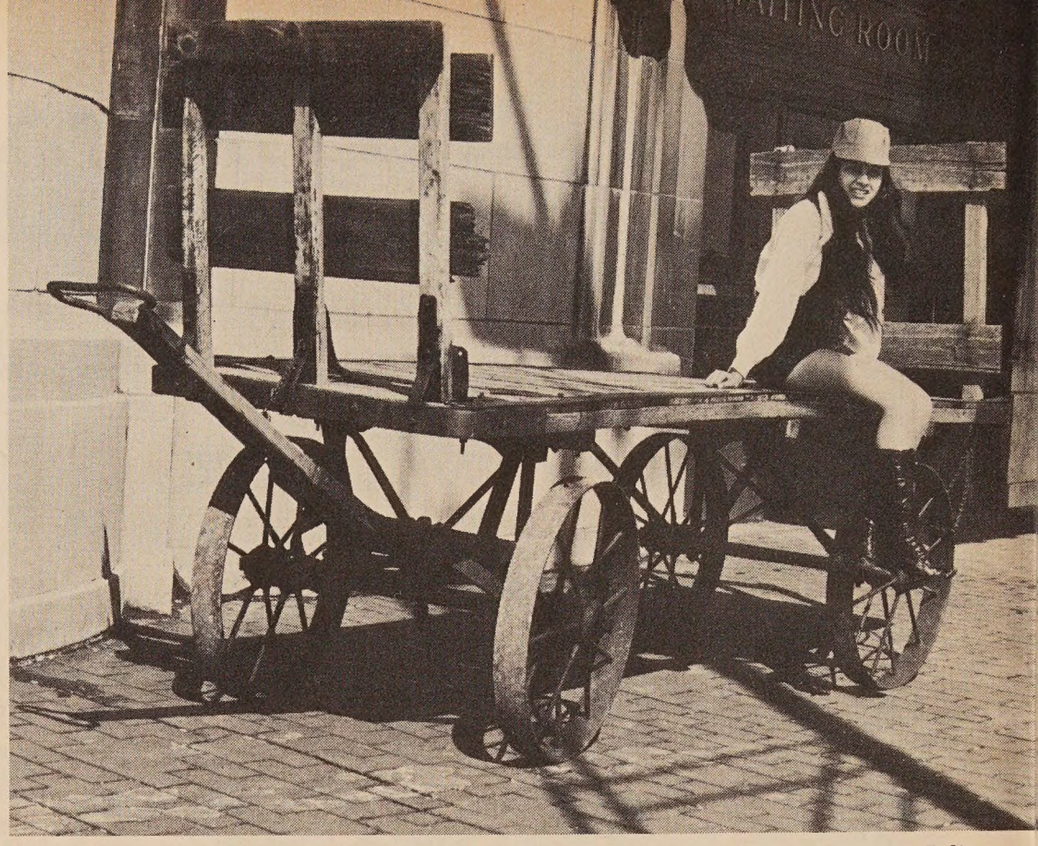
THE MAIL CAR

where editors and readers meet

OUR COVER this month—made by Nick Morant, veteran staff photographer of CP Rail—shows a great CP train, *The Canadian*, crossing Stoney Creek bridge in British Columbia. We have invited Nick to sit for his portrait, so to speak, in our series of *Interesting Railfans*, so that we can let our readers in on some of his techniques and photographic achievements; and are still waiting for his reply. ●



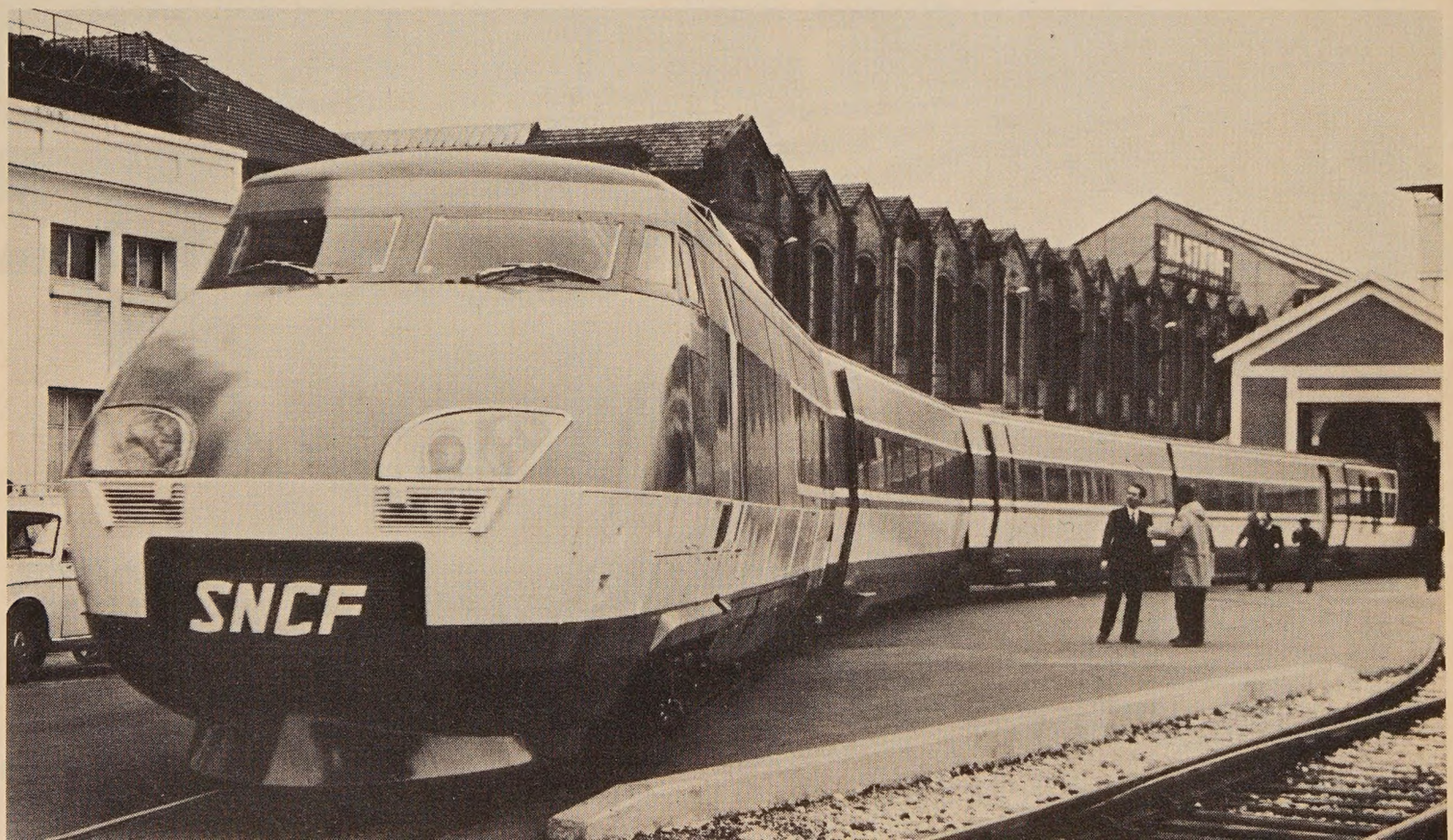
Rail depots nowdays are often lonely places. Sue Liceaga is waiting at Joliet, Illinois, Union Station for someone to arrive on the Santa Fe's *Texas Chief*.
Robert W. Streich, 679 Saginaw Ave., Calumet City, Ill. 60409

ELECTRICITY has replaced steam as French National motive power, but there was no official last run of steam as had been expected. Instead, the smoke-puffers were quietly and gradually phased out, thus frustrating the railfans and shutterbugs eager to record the final trip.

Especially disappointed is young, chic, and gifted Madeleine de Sinety (5 Boulevard Edgar Quinet, Paris, 14e, France), the steam photographer we featured in April and represented with one shot last month. Madeleine had planned to cover a dramatic "farewell to steam" in her beloved country for our readers, as we announced; but the French National's decision made this impossible. So for a consolation prize she sent us the steam pix which illustrate Serge Vitry's article on page 40. The translator of that article is an American-born railfan, Dan Behrman (4 Rue Joseph Bara, Paris, 6e, France), who usually accompanies Madeleine on her camera jaunts and, when necessary, writes photo captions for publication in the English language.

"One day last summer," Dan recalls, "we rode a steamer with engineer Jean Geffroy and his fireman, Jean La Manach. I talked with the crew while Madeleine was shoveling coal into the firebox, and Geffroy remarked, 'They should have put women on locomotives long ago.'" ●

Photograph by S.N.C.F. (French National Railway)
French National's new high-speed Turbotrain, TGV 001, pulls out of Alsthom Loco works in Belfort, France. This third-generation turbo-electric, total-adhesion consist is supposed to reach 180 mph on upgrade of specially designed tracks.



READER'S VIEWPOINT. I am one railfan who doesn't object to either the increased price of *Railroad* or the use of 'girl-watcher' pictures. Regarding the former, I find that I waste an awful lot of 75 centses (a word I just coined) and, for that matter, dollars on things not nearly so worthwhile as *Railroad*. As for the latter subject, I am prejudiced in favor of them because my wife is a model and I am used to seeing girl pictures around the house. They seem as appropriate as they do in any other publication.—Elliot Borin, Box 2098, Berkeley, Calif. 94702.

E. S. Dellinger's story, "The Showdown" in May *Railroad*, is very good. But he slipped up in saying that a rattlesnake left four holes in a trainman's leg. I've lived in rattlesnake country for 35 years. A rattler has two fangs and leaves only two holes when it strikes.—Walt Thayer, Box 75, Wenatchee, Wash. 98801.

I enjoy your magazine, especially *Photographs of the Month* and *Mail Car*, but most of all steam and girls.—Myles R. Schlosser, 111 Main Blvd., Allentown, Pa. 18104.

Elliott Kahn asked readers to report on good places for picture-taking. One such place is the railroad yard at Jackson, Mich., where if you are lucky you can see an RDC and several SW-1500's and a GP-9 switching. Take your photos on Page Avenue.—Steve Hubbard, 16344 Caomdon Rd., Albion, Mich. 49224.

Among the inspirations for my study of the railroad's impact on American folksong is Freeman Hubbard's book, *Railroad Avenue*. The Texas Folklore Society will publish my study. Now I am editing a large body of railroad songs. Who could direct me to possible sources, published or not, for such material?—Dr. Ann Carpenter, Department of English, Angelo State University, San Angelo, Texas 96001.

With regard to *Railroad Magazine* getting around, I have just received a letter from Rev. Fr. Anselmo Mwangamba, St. Paul's Senior Seminary, P.O. Box 325, Kipalapala, Tabord, Tanzania, East Africa. He got my name from your magazine and wants to correspond with American fans.—Jim Marcus, 12871 Cedar Ave., Cleveland Heights, Ohio 44118.

Never before have I received so much mail as I got from your using my "City of Everywhere" photo in Feb. issue, page 58. A French magazine wanted to publish it; a New Jersey man desired a copy because he said he thought the picture showed himself and his wife, etc. I offer an 8x10 glossy print of that unusual photo to anyone for $2. Who knows of another U.S. railroad that ran six "E" units in multiple? I don't.—Jim Seacrest, P.O. Box 361, North Platte, Neb. 69101.

At one time I had 17,000 pix of steam locos, representing just about every U.S. type except the double-enders, but sold them to pay debts. I still have an extensive file of back numbers of *Railroad* and *Trains*.—George Driggers, 336 Raleigh St., Box 891, Hamlet, N.C. 28345.

Your May issue said no railfan tried to save the railroad station at Linton, Ore. There was a reason for this; it was not worth saving. It had no special historical significance and looks like thousands of other wooden country depots. There has been no train service to Linton for almost 15 years. The freight business can be handled by an agent at Wilbridge, several miles away.

Oregon railfans are far from falling 'asleep at the switch.' The Pacific Northwest Chapter of NRHS was instrumental in having Portland's oldest railroad structure designated a historical landmark. This was the huge brick smokestack serving the steam plant in the Union Pacific's Albina Yards. The Chapter has also backed the naming of Portland's Union Station as a landmark and, in fact, maintains its offices in it. We also are overhauling the Stimson Timber Company Shay *Peggy*, whose superstructure was burned several years ago.—Ed Immel, editor of *The Trainmaster*, the Chapter's publication, Rm. 1, Union Station, Portland, Ore. 79209. ●

DID any company ever own a locomotive with a road number ending in a fraction? It sounds crazy, but long ago the old Philadelphia & Reading did. A small steam motor-car with a wooden coach body used for official inspections was built at the Reading, Pa., shops in July, 1867. It had a 2-2-2 wheel arrangement and was named *Transit*, but became No. 102 in the general renumbering of April, 1900.

However, in December of 1902 Baldwin built for the P&R a full-sized 4-4-0 type inspection engine, also numbered 102. Obviously, two locos could not use the same number. Since P&R already had the series boxed in, and since the older 102 was soon due for retirement, they renumbered her 101½ in November, 1902. Three years later, the 11-ton midget was scrapped after probably being the only loco in history to carry an official road identification with a "½" figure.—Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124. (*Ed. note*: Who can supply a photo of the 101½ for publication? Plenty of readers would like to see such a picture.) ●

BERT PENNYPACKER wrote in a recent issue that for more than 50 years the Pennsy bridge at Rockville, Pa., "had four tracks, but one was removed in the early 1950's." That is false. I visited this old bridge often; each time I found all four tracks in place. If one has been taken up, it must have been since Sept. '70, not in the

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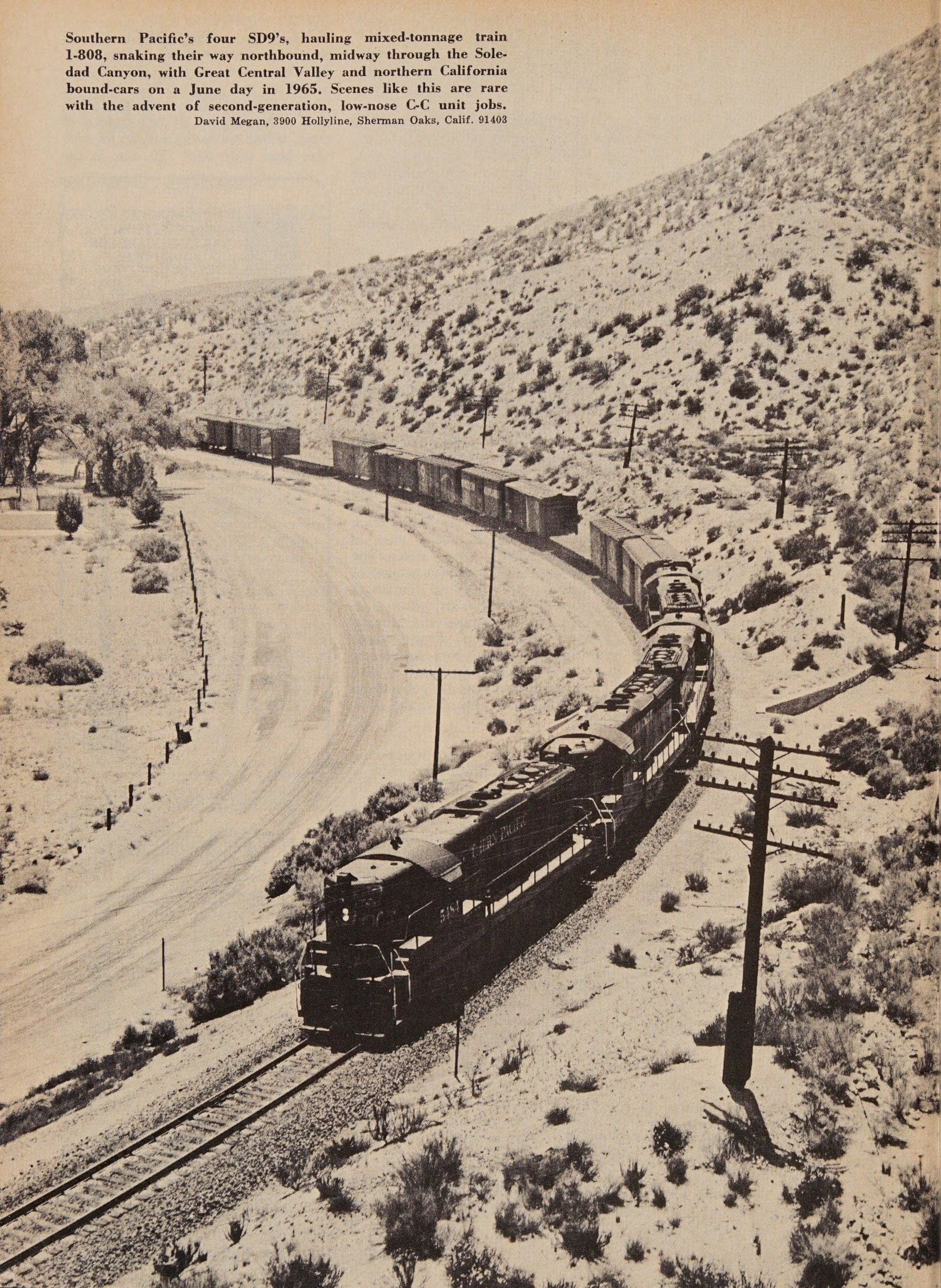

Southern Pacific's four SD9's, hauling mixed-tonnage train 1-808, snaking their way northbound, midway through the Soledad Canyon, with Great Central Valley and northern California bound-cars on a June day in 1965. Scenes like this are rare with the advent of second-generation, low-nose C-C unit jobs.

David Megan, 3900 Hollyline, Sherman Oaks, Calif. 91403

1950's.—John M. Prophet, 69 Maple Court, Buffalo, N.Y. 14226.

(*Bert replies*: "Prior to 1955, this bridge had four tracks numbered 1, 2, 4, and 5. Tracks 3 and 6 were west of the bridge, into and out of Enola Yard. Some time in 1955, track 4 was removed from Rockville bridge westward from the crossover switches located at the bridge. This, in effect, had the same operating effect as total removal across the entire bridge, since it left but one through freight track for use in both directions. My statement in April *Railroad* is basically correct, since a train cannot cross the bridge on track number 4." ●

NEWSCAST. We honor the Erie Lackawanna because not one of its employees was killed on duty in 1971 and because personnel injuries dropped 26 percent as compared with the previous year! Four EL departments actually worked last year with no injuries.

Southern Pacific is still pressing for ICC approval of its plan to buy southern lines of the old Chicago, Rock Island & Pacific, including all trackage south of Kansas City.

American Car & Foundry is delivering 100 new refrigerated hopper cars to the Santa Fe. The giant cars, costing $4 million and designed for bulk shipment of perishables, will give the Santa Fe a larger fleet of such equipment than all other roads combined! Each new car can hold up to 180,000 pounds of produce, about twice the capacity of the older ice-activated cars.

Three reckless motorists drove a highway truck on the Alaska Railroad track from Portage to Whittier and then back to Portage, through two long tunnels, the rail line being the only route between those points, reports *The Moose Gooser*, journal of the Alaska-Yukon Chapter of the National Railway Historical Society. Police picked them up at Portage.

ICC is letting a group of Chicago & North Western employees buy that system, subject to protection of minority shareholders and other terms. Never before had the Commission ruled on such a case.

Norfolk & Western is installing a new $7.8-million twin computer setup with speed and capacity to replace four other computers. Its advantages include versatility, memory storage capacity, and greater speed. The main computer is connected with 62 yards and terminals. Computer center daily receives and processes 150,000 records of freight car movements and from 30,000 to 35,000 car-location queries. In all, more than 45 million bits of information relative to car movements are processed every 24 hours!

While Boston & Maine yard men were servicing an empty four-car train at Somerville, Mass., the other day, and the engines of the self-propelled cars were running, a stranger, later identified as William Lynch, boarded the train at the engine terminal and drove it to the North Station turntable lead, reversed it, and wrecked it in the turntable pit. Lynch was arrested and booked on a charge of theft. We are curious to learn what prompted him to "kidnap" a train.

Wisconsin railroaders may soon get bullet-proof windows in their cabooses. A bill to require such protection passed the State Assembly, 70 to 26, and was sent to the Senate for action.

Here's an aid for readers on their travels. U.S. Geological Survey issues detailed topography maps for most of the country, showing railroad yards, highway overpasses and underpasses, bridges, tunnels, high fills, sidings, etc. The maps also show where highways parallel and cross railroads, enabling you to pick picture-taking spots. The nearest USGS office will supply free indexes for ordering maps. These indexes also list reference libraries where you can consult the maps. The Map Information Office of Geological Survey, Washington, D.C. 20242, likewise will mail state indexes to you.—Harry Ladd, 10315 San Miguel Ave., South Gate, Calif. 90280.

Remember that story about Diogenes carrying a lighted lantern in daytime to look for an honest man? Well, read this. George Maloney, a retired Union Pacific pipefitter, age 71, didn't trust banks; so he kept his life savings, $29,701, in a small metal box that he toted around wherever he went. One day, while loafing beside the South Pacific River in Oregon, he set down the box somewhere and later couldn't find it.

For hours he searched frantically, but in vain. Then he reported his loss to a cop. A long time afterward, five boys found the cache and gave it to the police, who restored it to the owner. After paying the lads for their honesty, Maloney put his money in a bank.

A new synthetic railroad tie to replace old wooden ties that split, rotted, or get burned has been developed by Ben Collins of Fairfield, Conn., president of Collins Synthetics, Inc., and son of a retired New Haven locomotive engineer. The new tie is made of processed wood and special sealants. In impact tests, it withstood the simulated wear of 2½ million 100-ton railroad cars passing over it, surviving the ordeal with only a quarter-inch of wear.

Wooden ties are finding increasing popularity with gardeners and home handymen for terracing and for building hillside stairs, retaining walls, and raised flower beds. Ties are ideal for all of these outdoor jobs. A creosote

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Penn Central E-7 No. 4231 hauling New York & Long Branch train from South Amboy to Bay Head Jct., in spring of 1970.
Tom Nelligan, 6 No. Cliff Street, Ansonia, Conn. 06401

impregnation makes them resistant to insects and virtually waterproof. They come in two sizes: 7x8 inches by 6 feet, from standard-gage track and 8 feet long, narrow gage. ●

WHY is it, whenever either you or Dave Morgan of *Trains* write about the Summit station atop Cajon Pass in California it is referred to as a lonely spot? I lived there 12 years and never got lonely. In fact, I used to pray for a lonely day. Our problem was railfans; they almost constantly invaded us. They seemed to think since my husband also is a railfan, our home was always open house. We had visitors the day we moved into our little place beside the tracks and visitors the day we moved out.

I felt as if I were running the local Harvey House. I fed railfans I didn't know. Fans used our home, ate our food, and left without even a thank-you. I was appalled by the way fans would arrive at Summit and have no respect for the tracks or watch out for rattlesnakes. It is almost a miracle that none was seriously injured.

For 12 years my family never tracked oil or grease into the house; but just let a railroad buff show up and he left black spots on my rug. When the depot was closed and we left Summit, I was glad to get away from railfans.—Margaret (Mrs. Chard L.) Walker, P. O. Box 993, Hesperia, Calif. 92345. ●

MONEY WASTED. Much of the $5 million that Congress paid out for Transpo 72, the Federal mass transit show, held last month at Dulles International Airport near Washington, D.C., was wasted on luxury hotels, first-class plane fares, $15 dinners, and $30-a-page memos, according to Senator William Proxmire, a Wisconsin Democrat.

The Senator accuses the Department of Transportation of subterfuge and "gross misuse of tax dollars" and demands a General Accounting Office investigation. He says that although William J. Bird, a vice president of Kaiser Industries, is not on the Federal payroll, he was housed for many months in an $854-per-month hotel suite and has been taking airline trips costing more than $9,000, at the taxpayers' expense. Also, Proxmire charges, Bird billed the Government for an $18 taxi ride from Washington to Dulles Airport, for $9 lunches, and for $15 din-

ners. Bird is a special, unpaid consultant for Transportation Secretary Volpe, but the Senator says he has no background in transportation matters. ●

A CLAIM against British Rail for compensation for loss of certain rights following the closure of Badminton station in England as an economy measure in 1968 has been dropped by the Duke of Beaufort. The station is on the Paddington-to-Bristol line which bisects the Duke's 17,000-acre estate.

The old Great Western Railway was given permission at the turn of the century to run 3½ miles of track through the estate. In return, the company agreed to provide the Duke and his family with a daily service to and from Paddington.

When services were later reduced, the Duke was given the right to stop any passing train—a right he rarely used. The Duke's advisers now feel that legal costs would exceed any award. ●

THE FIRST American use of a new technique for welding rail is the Santa Fe's work on about 13 miles of main line in Illinois. It brings the welding process to the rail, instead of taking the rail to a welding plant, and requires a gang of only 11 men plus four pieces of modern track equipment, including the self-contained welding outfit. The technique is practical where existing track does not need replacement.

In the new process, the ends of existing rails are cropped to eliminate bolt holes; then rails are pulled together and welded with a flash-butt electric process. This eliminates rail-joints and the traditional *clickety-clack*. It gives a smoother ride and requires less track maintenance, since most wear in rails occur in joints. The technique is already used in Europe. It averts the need for two-way transportation of rail to and from the welding plant, plus expenses involved in removing and replacing rail. The Santa Fe now has about 4,000 miles of welded rail, with 354 more miles planned for this year. ●

PERSONALITIES. Mrs. Ruth Halberson runs The Old Station restaurant in the former Southern Pacific depot at Los Altos, Calif. Standing in front of it are a Western Pacific caboose, vintage of 1912, which she wants to sell for $9,000, and a Spokane, Portland & Seattle observation car, built in 1918 but now used as an antique shop, asking price $20,000.

For years I have been trying in vain to trace my mother's people. Two greatuncles, Joseph and John Carey, were railroad men who presumably worked in or out of Denver, Colo. They may have been laborers. John died in a railroad accident between 1910 and 1914. Who can help me with info, on either one?—Mrs. Mary M. Gherna, 2620 E. 11th St., Bremerton, Wash. 98310.

"I am not a Victor dealer and never sell records," Joe Drochetz, 1537 Enright Ave., St. Louis, Mo. 63112, writes indignantly, "but because you printed my information about certain records I have been receiving junk mail from advertisers and checks for the Victor Album. Thus far I have returned the checks, but hereafter I will drop unsolicited mail into the waste basket unopened."

Says John Hedge, 304 N. Glover Dr., Longview, Texas 75601: "My collection of 'The Age of Steam' artifacts, as advertised in April *Railroad*, has been sold to the Red Caboose Motel, which operates in conjunction with the Strasburg Rail Road in Pennsylvania. The owner and operator of this motel, Donald M. Denlinger, plans to display this collection in a dining car." ●

PENN CENTRAL'S woes multiply. An adroit financial deal that smells to high heaven deprived the giant rail system of some $4 million. The sum was seized in the fall of 1969 from a trust company in Liechtenstein, a tiny European country, where it was being held for the railroad.

The disappearance of this money did not come to light until after PC had gone bankrupt on June 21, 1970, at which time Fidel Goetz, a German financier and industrialist, admitted having possession of the missing funds.

Just what led to Goetz's seizure of Penn Central's $4 million is too complicated to be explained here in detail. Briefly, here are the facts. The German had built his family's textile business into an international setup valued at $500 million. Learning that PC had taken steps to get into the aviation business and had invested $21 million in Executive Jet Aviation, Inc., he quietly invested in several overseas airlines that Executive Jet planned to acquire to form a worldwide network.

But Penn Central's air dream collapsed early in 1969 when the Civil Aeronautics Board ruled that the control of airlines by other forms of transportation was illegal. Thereupon PC sold its Executive Jet holdings for an alleged loss of $20 million. Goetz then unloaded his airline investments also, at what he claims was a $4 million loss. This enraged the German tycoon, who complained to David C. Bevan, then chairman of PC's finance committee. Bevan promised that next time he'd let Goetz in on a better deal. Shortly afterward, a consortium of German banks agreed to loan the railroad $10 million to rehabilitate its freight cars. The $4 million seized by Goetz came out of that $10 million.

There is no known way of compelling the wealthy Fidel Goetz to come to the U.S. to answer for his action, because you can't extradite anyone from his own country on such charges. However, Penn Central trustees are trying to attach some American assets in which he may have a financial interest. ●

OVERSEAS. Despite track abandonments of recent years, British Rail runs a very fine passenger service and the meals served on their trains are quite good. They still run "mystery" tours, leaving various mainline stations every Saturday and Sunday in the spring and summer. One of the nicest things about railways here are their big overarching trainsheds.—Al Herskovits (ex-associate editor, *Railroad Magazine*),

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21 Belsize Crescent, London, N.W.3, England.

Lawrence Olivier, famous British actor, who often rides Brighton-London commuter trains, was so upset when kippers were taken off the trains' breakfast menu that he refused to ride the railway until they were restored.

Foreign visitors to the 1972 summer Olympics in Munich can now buy a special ticket, the Olympia Railpass, valid for 21 days for unlimited use on 7,500 miles of train routes in southern Germany and in Munich on the subway, S-Bahn, and trolley and bus lines, plus half-rate fare on other transportation. It is available only to non-residents of Germany. If bought in the U.S., it costs $81 first class, $58 second class.

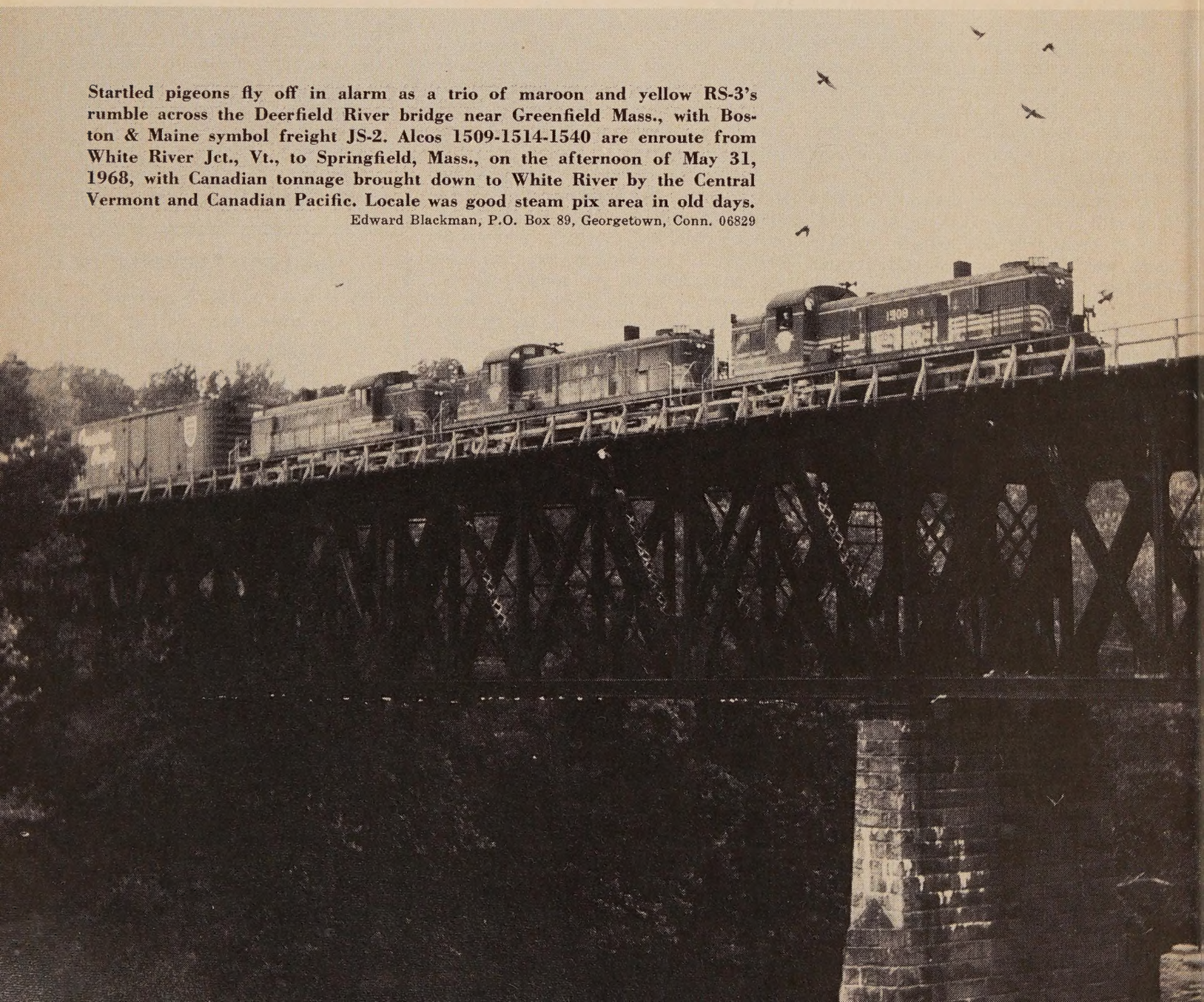
The much-publicized little Romney, Hythe & Dymchurch Railway has been snatched from oblivion. A consortium of steam preservationists headed by William McAlpine has bought 75 percent of the shares in the 46-year-old narrow-gage short line near England's south coast, thus guaranteeing its continued operation. For years financial woes had threatened it with closure.

Which is the world's most sinister train? We'd say EX 295, probably the one with the worst crime record. It's the night express running between Yugoslavia and West Germany through the Austrian Alps. Police reported 120 crimes of robbery, rape, and murder on that train last year. The passengers are largely Yugoslavs employed in Germany and homeward bound with wages and gifts. Exhausted from long hours of work, they fall asleep in their seats and berths. Then the criminals get busy. Few arrests are being made.

A retired British Rail stationmaster, Edwin James of Abergavenny, Wales, has got a rent reduction on his home because he can't stand the noise trains make as they pass by. Edwin and his wife have lived in a flat above the town's Monmouth Road station, on the Cardiff to north of England line, for the last seven years. His argument was borne out by a local valuation court which reduced the rateable value of the James's flat.

Here in Australia, the Victorian Government Railways bought two McKeen cars in 1911 and put them in service May 13, 1912, between Gallarat and Maryborough and between Hamilton and Warrembool. In 1919 both had their engines removed and their bodies converted to ordinary passenger-train use. VGR imported five 200-hp cars in 1913, found they were not very successful on the 2½-foot-gage lines, and withdrew them all by 1931.—Alf Trumper, 44 Perry St., Northgate, Brisbane, Queensland, Australia.

West German railroads offer a special service to cyclists. Rented for a dollar a day, a bicycle can be ordered by telephone and picked up at any of 150 stations and then left at any other. A choice of excursions comes with the bicycle. Last year, about 35,000 people used this service. ●



Startled pigeons fly off in alarm as a trio of maroon and yellow RS-3's rumble across the Deerfield River bridge near Greenfield Mass., with Boston & Maine symbol freight JS-2. Alcos 1509-1514-1540 are enroute from White River Jct., Vt., to Springfield, Mass., on the afternoon of May 31, 1968, with Canadian tonnage brought down to White River by the Central Vermont and Canadian Pacific. Locale was good steam pix area in old days.
Edward Blackman, P.O. Box 89, Georgetown, Conn. 06829

THE EDITOR'S WAYBILL

by Freeman Hubbard

Bulbous-nosed Dutch electric locomotive at Hoek van Holland, landing point for ships from England, photographed March 22, 1972, by Al Herskovits, former associate editor of this magazine.

MY HAT is off to Dave Morgan for the very modern "girlie" cover in full colors on the May issue of *Trains*. It is a belated recognition of the fact that virtually all readers of rail publications are male—and males, as everyone knows, are interested in females. Doubtless the very small but determined minority of fans who object to rail-girl pictures have been shooting their ammunition in the direction of Milwaukee. This takes some of the heat off of us.

Following in Penn Central's footsteps, Canadian National is preparing to sell at auction its own railroadiana this summer. As we go to press, the exact date and place have not been announced, but a catalog of items on sale should be ready by mid-June. Contact CN's public relations department, P.O. Box 8100, Montreal 101, Que. (phone 877-5430).

This letter comes from Paul Maximuke, 19981 Orleans Ave., Detroit, Mich. 48203: "Mr. Editor, being aware of your specialized knowledge of nutrition, I wish you'd write an article on food service aboard trains, everything from coffee brewed in the hack to the fine meals that used to be served on name-trains like the *Broadway Limited* and the *20th Century*."

The late Bill Knapke and I had a detailed chapter on caboose cookery in a book we wrote jointly, *The Railroad Caboose*, which is still in print. As for passenger-train meals, I covered that subject with a long feature entitled "Dining Car Blues" in *Trains* some time ago. But I have never evaluated meals on wheels in terms of their vitamin and mineral content nor their probable long-range effects, good or bad, on your health. That subject would call for more research than I can undertake. Only technicians like those on the staff of *Prevention* magazine at Emmaus, Pa., could do justice to such an assignment.

Fritz Lehmann (see page 20) has an illustrated article on "Railways of Nepal" in the latest NRHS *Bulletin*.

For years we have been imploring our good friends, the readers, to keep their letters to the editor very short; but every day we get stuck with a number of long letters. Actually, our staff is so tiny that we can't find time even to read long letters, let alone acknowledge or answer them. There's always a big pile of unanswered mail on our desk. It's driving us nuts. The only practical solution we can think of is to dump such stuff into a scrap can and forget about it. Readers should deposit their own long letters in waste baskets instead of mailing them to us. It is important for us to concentrate on putting out the magazine itself.

My old friend, Horace W. "Jack" Pontin, a retired Boston & Albany engineer, is still running the nationally-known Rail Photo Service at his home, 125 Kennedy Memorial Dr., Waterville, Maine 04901. Recently he sold 837 choice negatives of New England railroads mostly steam, some diesel, to the 470 Club. That is the Portland Division of the Railroad Enthusiasts, P.O. Box 641, Portland, Maine 04104. The club has cataloged them and will sell prints at reasonable prices to anybody. Jack founded the Enthusiasts, served as its first president, and is No. 24 of our *Interesting Railfans* (Dec. '64).

Here's an odd complaint I received from longtime reader Keith Pratt, 9 Gilman St., Somerville, Mass. 02145: "Last year I wrote letters to 26 different people whose names and addresses appeared in *Railroad Magazine*, but nobody answered. Thus far in 1972 I have 20 letters out, still no replies. I enclosed stamped and self-addressed envelopes," added the man, who works as a Boston subway motorman. "Can you tell me why no one answered?"

Not having seen any of those 46 letters, Keith, I can only guess that the people did not answer because you failed to write in such a way as to intrigue them. A letter should aim to reflect the viewpoint of the person you're writing to. Offer some reason why a man or woman should want to write to you. Use the word "you" much more than "I." If you tell only about yourself, your own problems or desires, your prospective correspondent will be bored. But if you write in terms of what you think he or she is likely to be interested in, you'll probably get an answer.

What you need, Keith, is a copy of Dale Carnegie's great book, *How to Win Friends and Influence People*. Buy it in paper back or borrow it from your public library. Read it. Follow its ideas. The results may surprise you. I knew the late Dale Carnegie personally, studied in one of his classes many years ago, and he helped me a lot.

Jim Edmonston, who is editor of *Headlights & Markers* (Cincinnati Railroad Club) as well as *Trackside in the Diesel Age*, writes: "It's a boy! Our new addition, due to arrive February 3rd, finally made it on February 22nd. We've named him Keith James, but I was tempted to call him 'Amtrak' because he was 19 days late."

A nostalgic new-old disc, *Songs of the Railroad*, 16 of them originally recorded in the decade from 1924 to '34, has just been released by Vetco Records, 5825 Vine St., Cincinnati, Ohio 45216. It is LP 103 minutes, 33 1/3 rpm, and consists mostly of lesser-known but plaintive, tragic, and humorous songs and ballads rendered by Vernon Dalhart and other popular folksingers of yesteryear, to the accompaniment of fiddles, banjoes, guitars, mouth organs, and so on. The droning effect of a violin, for example, suggests a low-pitched steam whistle on a mountain engine.

Among the record's oldtime song titles are "Engineer Frank Hawk," "Wreck of the 1256," "The Engineer's Last Run," "C&O Excursion," "Wreck of the Royal Palm Express," "The Little Red Caboose Behind the Train," and "I'm Nine Hundred Miles from Home." The record is priced at $4.

PHOTOGRAPHS OF THE MONTH

Canadian National No. 6781 ready to haul the St. Bonaventure out of Toronto for Montreal on a cold, wet day in March '70.
Photograph by Karl Zimmermann

Gary Daniels, 4402 Bingham, Dearborn, Mich. 48126

It's early morning on the Penn Central as symbol freight train SV-2 No. 3041 and Extra No. 2522, former New York Central, change crews at Swan Creek in Toledo, Ohio, for eastbound run June 19, '70.

Farewell to Mogul country. Looking through the east portal of the Contoocook, N.H., covered wooden bridge at Boston & Maine No. 1490 2-6-0 during last days of steam on the old Claremont branch in 1953. Track to left was line to Henniker. In dramatic moment, after final steam passenger run, fire destroyed beautiful old structure. Branch meandered through rustic charm of back country with its hill farms and white church spires crowning maple- and elm-cloaked villages. 1490 was built in 1910 by Manchester Locomotive Works.

Dr. Philip R. Hastings, 110 Sunset Rd., Waterloo, Iowa 50701

Engine-cab dolls. (left) Judy Karmen, North Walpole, N.H., peers out of Shay No. 1 at Steamtown, U.S.A., in Bellows Falls, Vt. (right) Cathy Smothers from Ft. Myers, Fla., says "How y'all?" from cab of Seaboard Coast Line GP-7 in fall of '71.

Frederick G. Bailey, Bellows Falls, Vt. 03608

William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

Catch 'er, skip. Eastbound on B&O Ohio Division mainline, a local freight, heading for Athens, picks up orders from "AS" Tower operator at Grosvenor, Ohio, on Aug. 24, 1966. How many wooden cabooses are left on the B&O?

J. W. Barnard, Jr., Rock Road R.D. 2, Box 226, Shelby, Ohio 44875

John D. L. Johnson, 456 Tennis Ave., Ambler, Pa. 19002

Last trip. Jersey Central finished operations in Pennsylvania, March 31, 1972. The photo catches one of their RS-3's about to leave Easton, Pa., on final day pulling a real mixed train. Included were wooden boxcars, cabooses, a passenger car, a big hook, and many other old cars. Easton passenger station is on right. Lehigh Valley bridge shows in distance.

Seen at Harlem River bridge, New York City, are new high-speed commuter cars of Metropolitan Transportation Authority and Connecticut Dept. of Transportation, operated by Penn Central Railroad on the old New Haven route.

Just me and my baton. Suzanne McKernan awaits a late friend while San Francisco PCC moves upgrade on J line through the cut at 21st Street on September day in 1970. Lots of time until last car runs, 1:01 a.m.

Virgil Staff, P.O. Box 268, Berkeley, Calif. 94701

PASSENGER TRAIN SURVEY

METROLINER service between New York and Washington is now on an hourly basis from 6 a.m. to 6 p.m., plus one *Metroliner* leaving Washington at 8 p.m. and another pulling out of New York at 8:30 p.m. Altogether, 14 *Metroliners* a day run in each direction, departing from Washington on the hour, from New York on the half-hour.

Establishment of hourly service is expected to increase business further on the 226-mile run, already the most profitable of all routes on Amtrak (National R.R. Passenger Corp.).

Expanded service was made possible by the use of 12 *Metroliner* cars that had been intended for the 105-mile run between Philadelphia to Harrisburg, Pa. The new units, leased from Budd Car Co., are known as "Red Lion" cars because they have been stored at Red Lion, Pa. All are full coaches with 76 seats. Each has been painted along its silvery sides with a wide red stripe and thin blue-and-white ones, the Amtrak symbol.

Among other changes in Northeast service starting May first is a reduction of New York-Buffalo daily round trips from three to two, and New York-Albany daily round trips from four to three. There are also changes in departure and arrival times of trains between Detroit and Chiacgo; New York and Miami; Chicago and Miami; and New York and St. Louis.

Starting June 11th, Amtrak instituted through-coach and sleeper service between New York and Los Angeles via Kansas City. The operation was made possible by a second Los Angeles-Chicago train, *The Chief*.

Service between Chicago and San Francisco and between Portland and San Diego has been increased from three times a week to daily runs. The run between New York and Chicago through Cleveland ended January 5th, due to lack of funds.

Amtrak has hit the jackpot with its "Fun Train," or "Crapshooters Express," which is hauling full-capacity trainloads, mostly gamblers, which began weekend excursions between Los Angeles and Las Vegas on February 14th. Before an additional coach was put on, from 70 to 100 customers were being turned away each week. The round-trip transportation, with two nights at a hotel, costs a total of $59.95 and takes 7 hours each way. A similar train, if operated between Miami and the Walt Disney World in Florida, should go over big.

Amtrak officials say enforcement of the ICC's proposed train service rules would put them out of business. They argue that being obliged to have enough cars on hand to fully meet peak demands would be too costly and that the requirements for departures within 15 minutes of schedules would cause late-arriving tour groups to miss their trains.

News of the National Association of Railroad Passengers, 417 New Jersey Ave., S.E. Washington, D.C. 20003, raises the point that airlines and Greyhound buses carry package express, and at a profit; but Amtrak doesn't. Why not? Latest available figures show that package express accounts for nearly 14 percent of Greyhound's revenues. NARP *News* adds:

Amtrak should do more than provide routine transportation of people between points on its skimpy network. It should begin running special trains to carry fans to sporting events, skiers to winter resorts, and vacationers to scenic and historic spots. Enjoyment of these trips should begin before the train leaves the station and not end until the return trip is completed. Senator Frank Church (D., Idaho) states: "We need to devote attention to rail travel as a way to enjoy a vacation. Package rail tours should be just as available at travel bureaus as non-rail tours." *Group Travel* once gave an "educated guess" on the size of its market, saying: "Just about every man, woman, and child in this country belongs to groups that travel . . . some time or other during his lifetime."

According to *Esquire's* astute travel editor, Richard Joseph, the U.S. Government should subsidize Amtrak on an even larger scale in order to keep trains rolling the way they run in Europe and Japan. He points out, as we have maintained right along, that Amtrak with its speed, comfort, and intercity service represents the one best chance to alleviate highway and airport jams and the resulting air pollution. Says he:

An area exceeding that of the states of Connecticut, Delaware, Massachusetts, New Hampshire, Rhode Island and Vermont combined, has already been paved over for motor traffic, yet construction of new highways and freeways continues despite diminishing land resources and increasing land costs. . . .

More trains would use existing rights-of-way without the necessity of building new roadways with the accompanying destruction of homes and the disruption of the environment.

300 MILES an hour—that's the speed predicted for a new monorail train. The prototype was unveiled by Transportation Secretary John A. Volpe on April 11th at Bethpage, N.Y. (the home town of this month's *Interesting Railfan*). Gleaming white and red, this $7-million Tracked Air-Condition Research Vehicle is designed to ride on a one-inch cushion of air above a center track. Airlines as well as railroads are expressing interest in it.

"We have relied too much on highway transportation," Volpe says. "The problems of mobility in our cities must be solved, and this is a major step."

He admits that the cost of the track alone for such a vehicle would run from $10 million to $15 million a mile. compared with about $60,000 a mile for existing railroads and up to $1 million a mile for a superhighway.

The vehicle itself is a 51-foot-long machine that vaguely resembles a diesel locomotive, with three jet engines mounted on the rear. These engines were only for the preliminary testing and will be replaced for commercial use by an electric motor to drive the car. Prototype testing will begin this August in Pueblo, Colorado.

UNION STATION at Columbus, Ohio, a 27.5-acre site, will be sold to the city's Convention Center Building Commission for about $5.7 million, subject to court approval. . . .Another Union Station, this one at St. John, New Brunswick, will be razed this fall, when Canadian National's new station and office building is completed. . . . R. M. Sievers, Glendale, Calif., comments on our note in May issue on the closing of the SP&S (BN) depot in Linton, Ore. We wondered if Oregon railfans had been "asleep at the switch" in not opposing this closure. R. M. X. writes: "Apparently your editor will not accept the fact that SP&S just doesn't have the traffic to maintain this depot. If it had, there would be no reason for closing it."

The Bulletin of the Railroad Station Historical Society (430 Ivy Ave., Crete, Neb. 68333) reports that the Society's archives are now located in the Smithsonian Institution, Washington, D.C., Division of Mechanical and Civil Engineering, open to the public. Robert M. Vogel is in charge. He says this material may be copied by the institution's photo lab at a very nominal price.

CANADIAN Transport Commission is asking the public, provincial and municipal governments, labor unions, and travel agencies to submit ideas for improving passenger train service. A few weeks ago the Commission ordered Canadian National and Canadian Pacific to keep operating its Maritime-Montreal lines despite yearly losses estimated at $14.8 million and with the aid of Federal subsidies of $1 million a month.

Indian children enjoy bubble gum and other confections obtained from the snack bar of the diner on the Ontario Northland's *Polar Bear Express*, which runs summer excursions to Far North.

While CTC sees no way of making these lines profitable with present schedules, operating practices, and equipment, it does suggest that "imaginative improvements" could satisfy the public. Betterments sought by CTC include CN-CP route combinations, more frequent service, and closer adherence to timetables.

ILLINOIS CENTRAL is resisting an Illinois Commerce Commission order requiring it to rehabilitate 49 commuter stations and 40 of its present 46-year old electric cars. IC contends that a commuter-train loss exceeding $1 million last year leaves no money for repairing stations. It argues that buying 15 new cars, besides 130 being delivered this year, will make the use of any old cars unnecessary.

Readers Heard From

FOR TWO DECADES, railroad managements have been bellyaching about passenger-train losses. Now that Amtrak has eased this burden, the roads are griping because Amtrak is scheduling passenger trains that get in the way of their fast freights!—Thomas E. Hoffman, Jr., 4436 Chesapeake St., N.W., Washington, D.C. 20016.

LOW FARES in Mexico should interest many fans. Recently, wife and I traveled from Monterrey to Mexico City and return on the all-Pullman *El Regiomontano*, occupying a roomette each way, a total ride of about 1,280 miles, only $43 for the two of us!—Robt. Seip, 941 Allen St., Allentown, Pa. 18102.

BEING an engineer on Southern Pacific's Western Division, with an intimate knowledge of rail operations and SP's negative attitude toward passenger service, I acquiesce in the criticism of such service that appeared in your May issue. On March 13th, R. D. Spence, our vice president-operations, issued a letter to employees maintaining that SP wants Amtrak to succeed and urging everyone involved to "give the assignment your best, most conscientious effort—first, for the sake of your own job security, but also for the sake of your company's total reputation for expert, friendly transportation service . . . Let's all do our part in letting the public know that SP's policy is one of full co-operation with Amtrak—because this is a fact." I discussed this letter with other crew men. They say, as I do, that it's just horsefeathers. We will see what transpires in future months. I have been reading *Railroad* since the early 1930's. I wish more rails would subscribe.—John A. Wood, 3060 Madeline St., Oakland, Calif. 94602.

An Offbeat Rail Tour

STICK to the well-worn tourist trail if you wish, but by doing so you'd miss out on one of North America's last great, romantic train rides. This is aboard the Ontario Northland's *Polar Bear Express*, the major lifeline stretching from the Arctic tidewaters of Moosonee, Ont., Canada, a lonely outpost, to the supply center of Cochrane, 186 miles to the south.

Most of the year the *Polar Bear* as a mixed train slips quietly out of Cochrane three times a week. But in summer the tourists take over. At first, to try to meet the demand, the railway added an all-passenger excursion run to Moosonee. Then another, and another —but these still weren't enough. So, this summer, from June 18th to Sept. 17th, excursions will run six times a week every day but Friday.

At $12 for adults and $6 for kids over five and under 12, it is one of the best travel bargains you can find anywhere. Leaving Cochrane at 8:15 a.m. and allowing five hours to explore Moosonee and nearby Moose Factory Island before returning at 11 p.m., it is a journey thorugh history. Those wishing to linger in Moosonee can, with advance reservations, stay in the railway-owned Moosonee Lodge or Polar Bear Lodge. For hardy wayfarers an exciting canoe ride with an Indian paddler can be combined with the train trip. Youngsters over ten are admitted, with camping overnight and side-trip fishing for young and old. No wonder the *Polar Bear Express* is popular.

In the summer of 1932 the first locomotive chuffed to a halt in the wilderness where the Moose River empties into James Bay. Today, despite a community water tower and the Royal Canadian Air Force radar base nearby, civilization has barely nibbled the fingers of this area. It is still a land of muskeg and scrub brush, with scattered pioneer inhabitants.

Officially, the *Polar Bear* makes only eight stops. Actually, it will stop anywhere, anytime, for anyone who flags it down. The engineer has orders to pick up the stranded, even if they haven't the fare, for this is remote country and, without provisions, a man could easily perish. Campers are let off where they desire and their canoes, tents, and supplies are unloaded from the baggage car. Next day, next week, or a month hence, the *Polar Bear* will be back to pick them up.

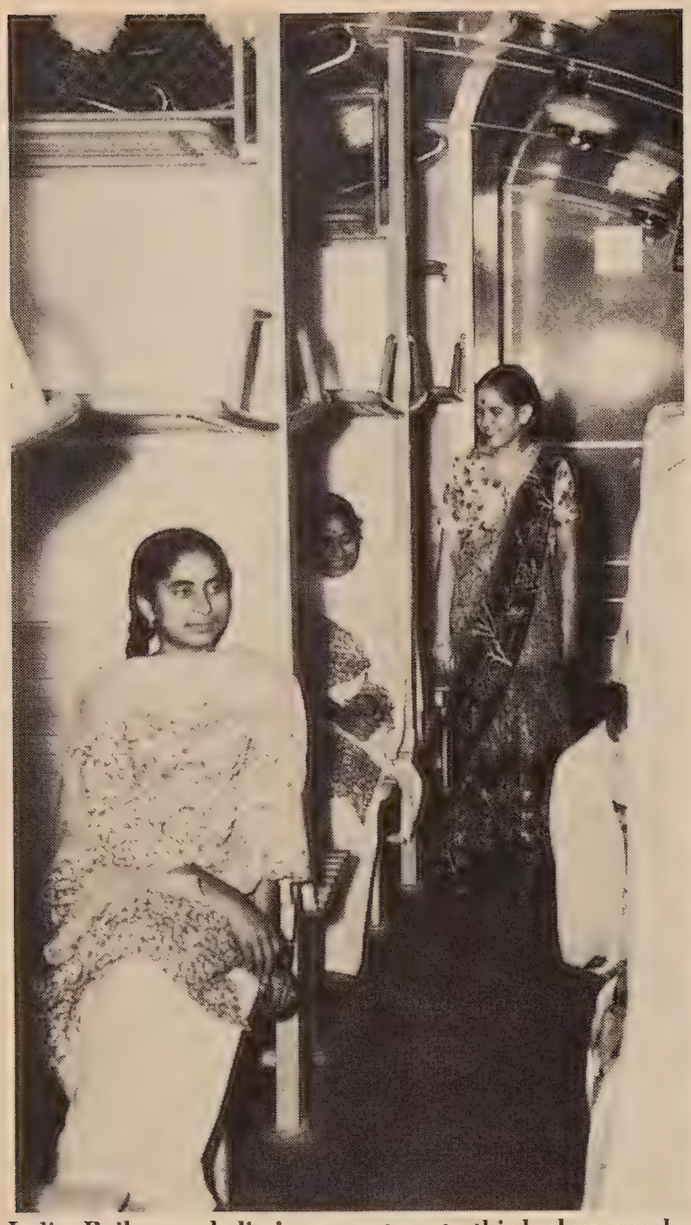
Freight along the line isn't addressed by town or hamlet, but by milepost. A sharp blast of the diesel air-horn signals that a package is being left by the track for a bushland resident. Cree Indian youngsters wait impatiently for the train to stop. Once aboard, they make a bee-line for the snack bar in the diner, where the *Polar Bear* sells candy, cake, sugary bubble-gum, sweet drinks, and the like, but especially ice cream cones, which the Indians can't get elsewhere.

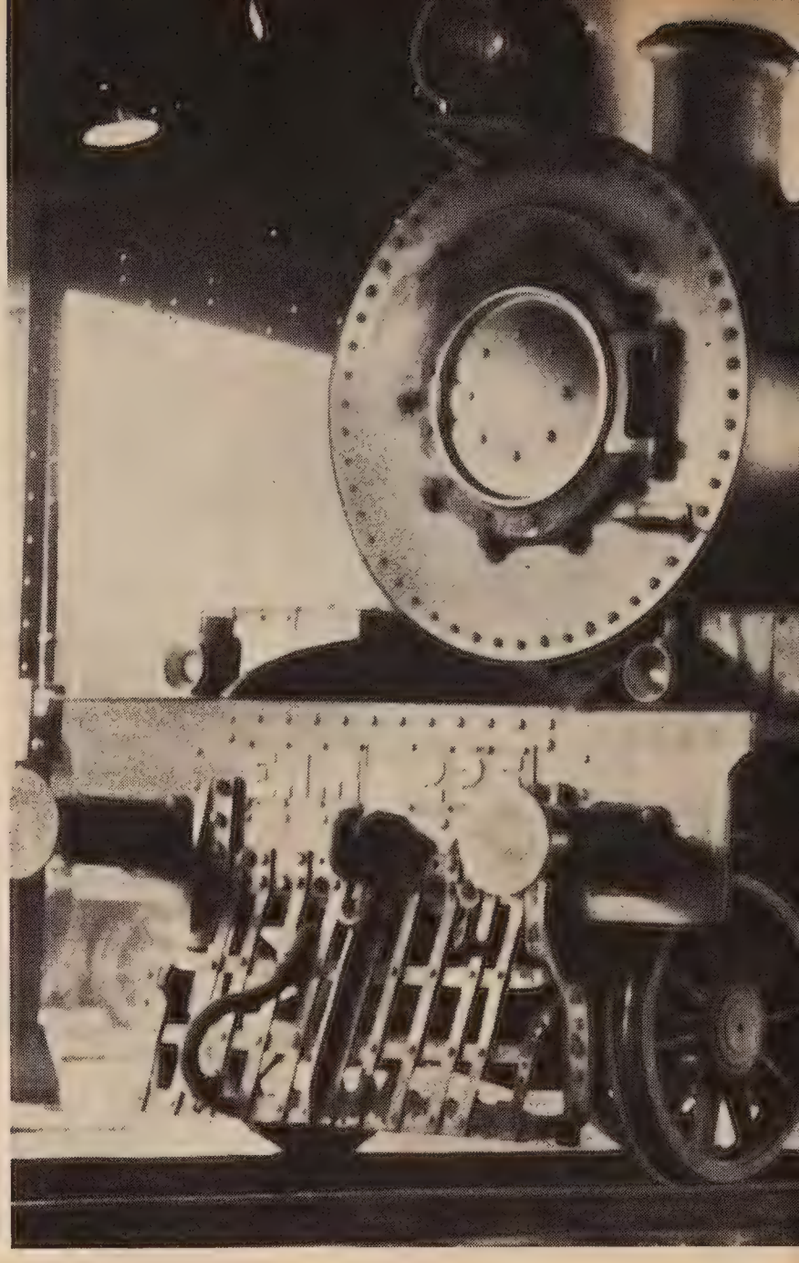
Such confections, if added to other foods processed by the white man's civilization, sap the health of the once-rugged natives and decay their teeth, but who cares? Kids like the stuff.

Moosonee is no Hollywood version of a neat, tidy frontier town. It's a tough, gutsy, working community in a land where Nature forgives few mistakes. For newcomers eager to explore the area, the main form of travel is still the 18-foot James Bay freighter canoe, now powered with an outboard motor. Moose Factory Island is a study in contrasts. Here an ultra-modern hospital cares for Indians and Eskimos. A short walk away, near the supermarket-style trading post, you find a quaint blacksmith shop, built in 1740 and now used as a museum for mementos of early settlers in that area.

Down the road is an ancient Anglican church with its beaded moosehide altar cloths and Cree-language prayer books. Behind it you can see a tiny graveyard in which early traders and missionaries are sleeping out eternity.

Overnight rail service from Toronto connects with the *Polar Bear* next morning. For further details contact Ontario Northland Railway at 805 Bay St., Toronto 5, Canada.





India Railways: ladies' compartment, third class coach.
India Information Service, 9 E. 64th St., New York, N.Y. 10021

India Has Over

by FRITZ LEHMANN

MORE THAN 9,000 steam locomotives are chugging today on India's railway system, which makes it an obvious magnet for North American railfans—and Air India's new $450 round-trip fare from New York may just start a migration here.

For a total of three years I have enjoyed living in this fascinating land—my present address being 183 Pataliputra Solony, Patna-13, India—and have traveled well over 16,000 miles by Indian passenger trains, nearly all steam-powered. Here is an area of continental dimensions. Our standard Mercator map projections understate its size relative to Europe or North America. Before India lost Bangla Desh and Pakistan and was under British rule, its area and population were about equal to all of Europe west of Russia. Anyone planning a trip can't "see" India in one or two weeks any more than he could "see" Europe in this brief time.

No matter which parts of this country you choose to visit, you'll find plenty of rail interest. Indian Railways now operate 10,800 trains daily over a still-expanding 37,000-mile system, the world's largest under one management, outside of the USSR. When you ride a train here you'll be among the *6.6 million* daily riders on Indian rails—an amazing phenomena in these sad days of America's Amtrak.

Most fascinating is the large number of steam locos in regular service. Readers too young to have been thrilled by the pungent aroma of hot oil, coal smoke, and steam, who can't remember the piercing wail of a "lonesome" steam whistle in the night, or the sharp bark of exhaust as an engine gets to

Laying over between trips are two ten-wheel locomotives in the Delhi rcnning shed of East Indian Railway.
Photograph by Allan D. Krieg

9,000 Steamers

grips with a heavy train—such people might well romanticize over these workaday sounds, sights, and smells. But in building 3,511 new steamers herself, India was not motivated by feelings of romance.

By winning its independence on August 15, 1947, this nation inherited a vast rail system worn down by years of Depression and World War and with major elements removed by the partition of Pakistan from the rest of the country. Forty-two separate railway administrations, each with its own equipment, track standards, and operating methods, not to mention the language barriers, had to be merged into one system. This goal was reached.

India and her railways have come a long way since 1947. "Experts" who predicted that democracy could not work in this ancient land, with so much of its population illiterate peasants living a simple village life with a hand-tool and bullock-cart technology, have been surprised by the success of parliamentary government here. Others doubted that the benign leadership of men like peace-loving Gandhi and Nehru could help their nation survive in the rough modern world of power politics, but India has successfully defended herself against attacks by China and Pakistan. Its industry is coming of age. She is likely to emerge as a major industrial nation in a few years.

Without the spectacular growth of railway transport, India's spectacular industrial rise in the past two decades could not have taken place. Freight traffic has more than tripled during this period, passenger operation more than doubled. Modern steam locos have hauled most of this business. (See "India Is Still Building Steam Power," July '67 *Railroad Magazine*.) In addition to the steamers built by India herself, other new ones have come from the United States, Canada, England, France, Belgium, Germany, Austria, Italy, Poland, Czechoslovakia, Hun-

India is poor. It is cheaper to hire a large number of laborers to load coal in locomotive tenders by hand than it would be to build coaling towers. Wicker baskets are filled and kept ready at the station. As the engine stops, a swarm of men tote the coal, on their heads, up a portable ramp and dump it into the tender. There is nothing sentimental about this kind of work.

Photograph by the author

Photograph by J. Lobnow

gary, Yugoslavia, and Japan—a long and impressive list! So railroad buffs can have a field day by coming here to see, ride behind, and photograph steamers from so many lands in action.

HOWEVER, by the mid-1960's the growing fleet of modern engines caught up with the need for new power, and Indian Railways were finally able to begin withdrawing the many over-age, obsolete units which were now too small for modern traffic and too costly to run. And so, last December 26th, B. S. D. Beliga, Chairman of the Railway Board, announced the decision to cease building new steam engines, thus ending a great phase of history.

During 21 years of active steam-power building, the railways' own Chittaranjan Locomotive Works in West Bengal turned out 2,356 engines (1951-'72). Nearly all of these were for the broad-gage (5'6") network that accounts for 49 percent of India's route-miles, but 71 percent of all passenger traffic and 84 percent of freight.

Most numerous of Chittaranjan's products were the broad-gage jack-of-all trades, the WC class 2-8-2's. The last broad-gage loco to leave the plant was a WC, No. 10560, named *Antim Sitar* (Last Star), outshopped in June, 1970. The Works then took on a final order for 60 meter-gage YG class 2-8-2's. By sheer coincidence, while passing through Chittaranjan last February I saw the next to the last of these, IR 3572, being shipped out on one of the special broad-gage flatcars used for delivering locos to meter-gage lines. The last engine was 3573.

Chittaranjan also built WP class express 4-6-2's and WL branch-line 4-6-2's and WT suburban tank 2-8-4T's. For some years now, the Works has been gradually changed over to electric and diesel production. It will now build main-line electrics for the growing network of 25-kilovolt AC trunk lines as well as diesel-hydraulic switchers in the 700- to 1000-hp range for yard and industrial use.

India's privately-owned builder, the Tata Engineering & Electric & Locomotive Co. Ltd (TELCO), produced 1,155 steamers. These were all for India's meter-gage (39.37") lines, which make up 43 percent of the route-mileage but carry only 27 percent of the passenger traffic and only 16 pecent of the freight. From February 22, 1952, when TELCO shipped its first loco to the Western Railway, it built 604 YG class 2-8-2's and 551 YP class 4-6-2's up to the end of production on June 24, 1970, when South Central Ry. 2870, a YP 4-6-2, left the plant. Telco still offers a line of small diesel-hydraulic locos for industrial use, but its chief output now is diesel trucks —competitors of the Indian Railways for freight traffic.

Indian Railways also have set up a Diesel Locomotive Works at Varanasi, which went into production in 1964 with licenses to produce Alco designs. By 1971 the DLW had turned out 455 diesel-electric units in two models, but the Works can now design and build its own models and has plans for a 4000-hp unit, plus orders from the Indian Railways for a trial batch of five broad-gage branch-line units, using the meter-gage 1380-hp power pack. With onetime parent Alco now out of the locomotive business, India's Diesel Locomotive Works is turning out parts for other former Alco affiliates in Canada and Australia.

Other production units in India, such as the Heavy Electrical plant at Bhopal and Hindustan Aircraft at Bangalore and the Integral Coach Factory at Madras, have made the nation self-sufficient in rolling stock as well. She now exports passenger and freight cars, track, and other railway materials to neighboring countries. On the way here last summer I was surprised and pleased to see that much of the right-of-way material (rails, turnouts, etc.) for the Iran State Railway's new desert line through Yazd was "made in India."

WHAT future is there for steam power here? A glance at the table of types of locomotives in service will show that steamers still account for more than three-fourths of the total locomotive fleet. Even so, the numbers of other forms of power have grown rapidly in recent years. Steam power will certainly persist into the 1980's, perhaps even to the end of this century. But it is already being displaced from the major traffic routes, especially by the large-scale electrification now under way. Steam now moves only 33 percent of the total ton-miles of freight traffic as compared with 98 percent in 1955. The modern steamers (5,600 built new since 1951) are steadily bumping the surviving classes of older locos off the branch lines, the secondary trains, and the switching jobs.

Here in the city of Patna where I work (population 365,000 in 1961) we have 54 daily passenger trains! It sounds like a lot when you think of the deserted depots all over North America, but each one is filled to capacity. When I first came here for a visit in 1962 they were all steam-powered, with WP 4-6-2's proudly handling the mail and express trains, Canadian CWD 2-8-2's on the long-distance slow passenger runs, English-built HPS 4-6-0's on the Gaya branch trains, and nearly all local operations.

The most interesting locos here at that time were ER 34007, an 1899 Glasgow-built CA class 0-6-0 on the

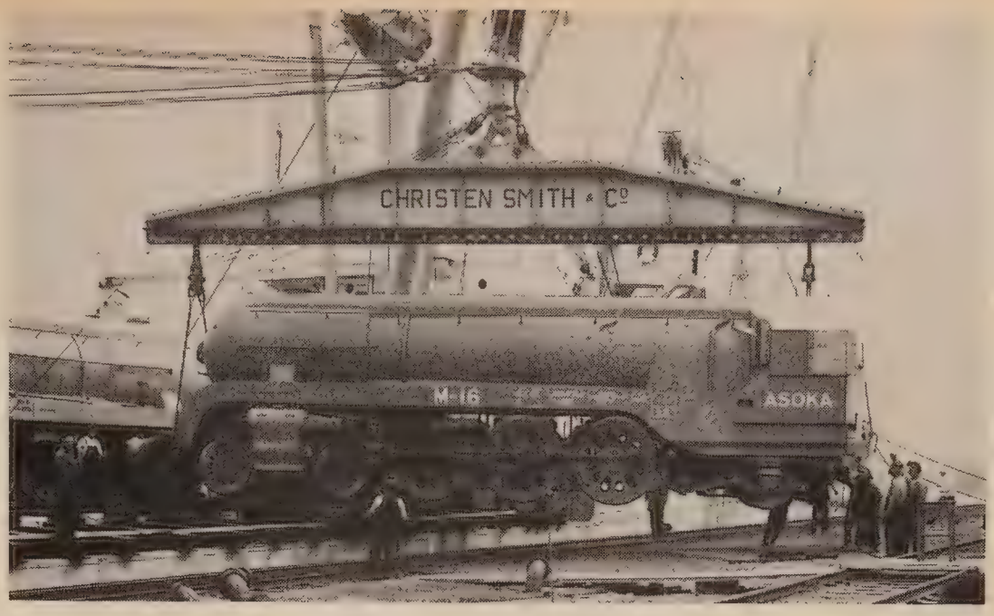
Digha Ghat branch mixed train, and ER 26950-26953, neat little WU class 2-4-2T's on the shuttle (commuter) trains between Patna, Dinapur, Arrah, and Buxar. The WU's were beauties. Built by Vulcan Foundry of England in 1942, they had Caprotti valve gear, which gave them a very sharp exhaust, so they always sounded faster than they were; but they could not handle more than four coaches at a time, on rare occasions five, so that the rush-hour trains were very crowded. I often saw them come into Patna with passengers perched precariously on the coach roofs and sitting on the locomotive pilot beam!

On the Indian Railways main lines, diesel and electric traction are taking over the most important workings, while modern steam engines fill in the subsidiary duties, gradually eliminating the many varieties of older, non-standard engines. The introduction of the spectacular *Rajdhani Express* on March 1, 1969, is part of the new and exciting phase of acceleration and upgrading of mainline operation. This diesel-hauled train reached 75 miles per hour while averaging 52 mph start-to-stop on the 900-mile run between Calcutta and New Delhi. It broke the decades-old speed limit of 60 mph on India's broad-gage.

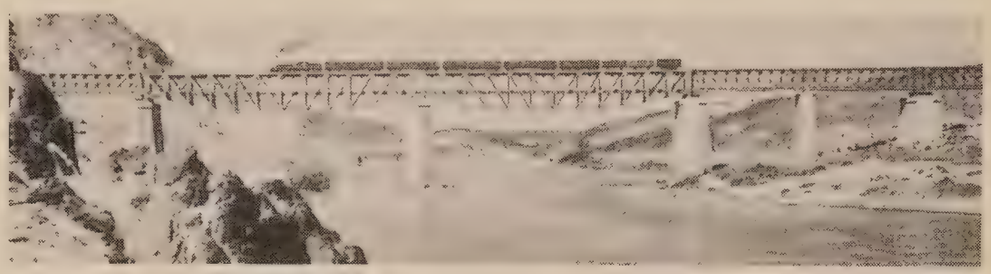
The new timetable in November, 1971, boosted the *Rajdhani Express'* maximum speed to 80. It will be further increased with each half-yearly change of timetable until 100 mph is reached. A second *Rajdhani Express* was introduced in April '72 on the 860-mile *Frontier Mail* route between Bombay and New Delhi. Two more *Rajdhani Expresses* will be added later on the 1,360-mile "Grand Trunk" route between Madras and New Delhi and the 1,352-mile cross-country route from Calcutta to Bombay via Nagpur.

ONE DAY I took a trip to Rohtas Fort, an archeological site near Patna. Our 2'6"-gage train, powered by a second-hand 2-8-4T of 1913 vintage, was held up nearly two hours by some villagers refusing to pay their fares or get off. My wife and I saw that we wouldn't have time to reach the Fort and catch the evening return train, but station agent Harischandra Jha came to our rescue. He sent us up the mountain to the site with a local guide while he conferred with his colleagues, later rejoining us to make sure we had everything we wanted.

When we returned to the station, we found that the telegraph operators for

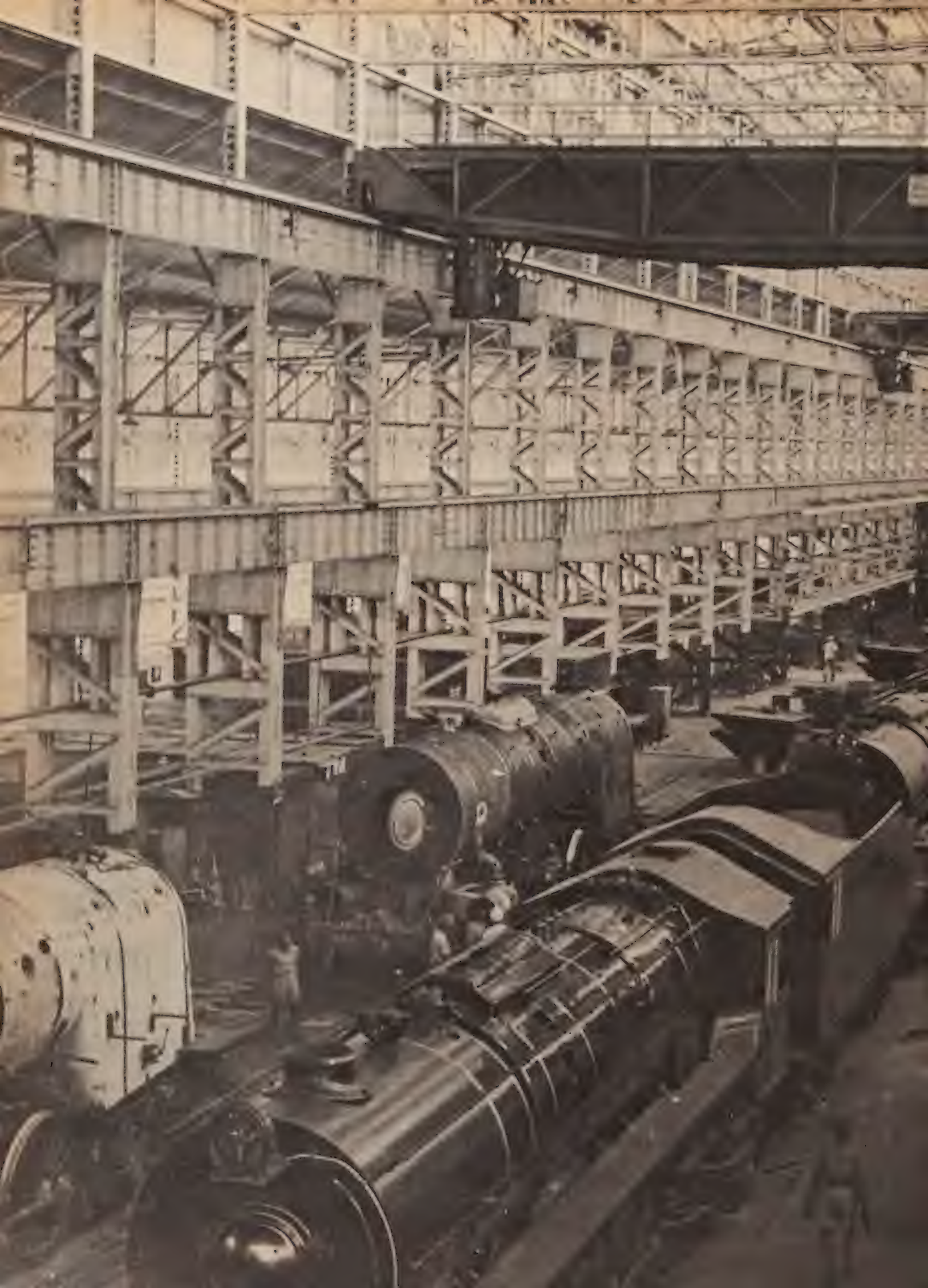


One of the 200 narrow-gage engines built for India by the Montreal Locomotive Works and Canadian Locomotive Works is loaded on freighter in Montreal harbor.
Photograph by J. Norman Lowe



Mixed train on India's North Western Railway crosses a bridge erected in 1883.
Photograph by N. Viswanath

Indian machinists fit a main-rod bearing in Ambala shed of North Western Ry.
Photograph by Allan D. Krieg



the other two tricks had covered for Mr. Jha. The chief operator, Jagit Sing Rahsi, had prepared a nice dinner for us. Afterward, Mr. Jha gave us his bed while he took the night trick. Next morning, the night operator, Ramji Singh, got us up with a savory pot of tea in time for the 4 a.m. train that would return us to Patna before my office hours. Such is the kind of hospitality I get from railroaders in this country.

Another uniquely Indian experience happened last November 19th. The *Rourkels-Howard Express* collided head-on with a huge wild elephant in the jungles of southern Bihar about midnight. The tusker ignored the steam whistle, nearly derailed the locomotive, and was killed, thus blocking the track. A "big hook" had to be brought from a distant city to lift the carcass away. The express was delayed five hours.

It reminded us of our first ride on the nearby slim-gage line that meanders 65 miles on 35-pound rail. We rolled into Arrah from Patna behind a broad-gage 4-6-2 that looked immense beside the little 23½-ton 0-6-2T coupled to our connecting narrow-gage train. But our No. 16, built by Hunslet of England in 1956, was more than equal to her four empty boxcars and six coaches; and soon we were zipping along at about 15 miles per hour through the lush green paddy fields.

Suddenly we heard a familiar deep sound of a bell, *bong, bong, bong,* the sort worn by domesticated elephants in this area. Sure enough, our small train gradually pulled up even with—and then edged ahead of—a big plodding elephant, with a driver, who was going back to his village home after being in a wedding procession in town. (*Editor's note*: This magazine would sure like to have a picture of that scene.)

We thought no more about it until our train slowed down for Garhani station. Then we saw and heard Mr. Tusker swinging by, his bell still *bong, bong, bonging.* Later, we pulled out and slowly caught up with him again. So it went for several hours, repeatedly passing and being passed by the elephant, until we finally lost him at Piro.

India's great Chittaranjan Locomotive Works, one of the last places on earth where mainline steam power was built.
India Info. Service, N. Y. City

Spectacular bridge carries the North Western Railway 280 feet above the river.

ALTHOUGH the slim-gage trains of India are slow and crowded, they take me where I want to go. But there is a 12-mile trip from Bikramganj, the railway station nearest to the monastery where I work sometimes, partly by paved road but mostly by a cart track through the fields. This part of my journey consumes three hours in a *tum-tum,* a single-axle pony cart. My fastest round trip with cartman Asghar Ali and his pony took six hours of travel time, including some bad spots where we all had to get down and pull or push, but it cost me far more per mile than railway fare—and my rear end was so sore that I couldn't sit down all the next day. The peasants still have great trouble and expense in getting their produce to market. Bullock carts with huge wooden wheels are universal, creaking along at a pace slower than a walk. During the monsoon rains even the bullock carts are idle; and the obscure villages that are not on a railway or paved road become isolated, except for foot traffic.

Such conditions keep the narrow-gage lines going—the slightly more than 3,000 route-miles of 2′10″- and 2′6″-gage, largely steam-powered, scattered over the country. These lines use an incredible variety of ancient and modern steam locomotives. Even so, they still beat using bullock carts. They offer intriguing and rewarding bits of railroading for the fan.

Some readers may have seen the Darjeeling Himalaya Railway's famous mountain line in an early Cinerama film. It is now a branch of the Northeast Frontier Railway, with a fleet of 0-4-0T's dating back to the 19th century and including three Baldwins. At the other end of the scale are superheated 2′6″-gage Pacifics with 210 pounds of boiler pressure, built in Japan in 1954 and assigned to narrow-gage branches in south and central India. My own favorites are the survivors of a group of 50 little two-foot-gage Baldwin 4-6-0T's. Built for World War I service in Europe, they were brought to India in 1919 by the British War Department to help in the border war with Afghanistan. These much-travelled little locos were eventually sold and dispersed all over India. At least three of them are still in service in the state of Bihar where I am now living.

You can still see Beyer-Garretts and Swiss-built Abt rack locomotives at work in India. Once I was thrilled to watch an aged WD 2-8-2 switching at Samastipur station on the meter-gage North Eastern Ry. She still carried both her original identification plates from Vulcan Iron Works, Wilkes-Barre, Pa., and the U.S. Army Transportation Corps.

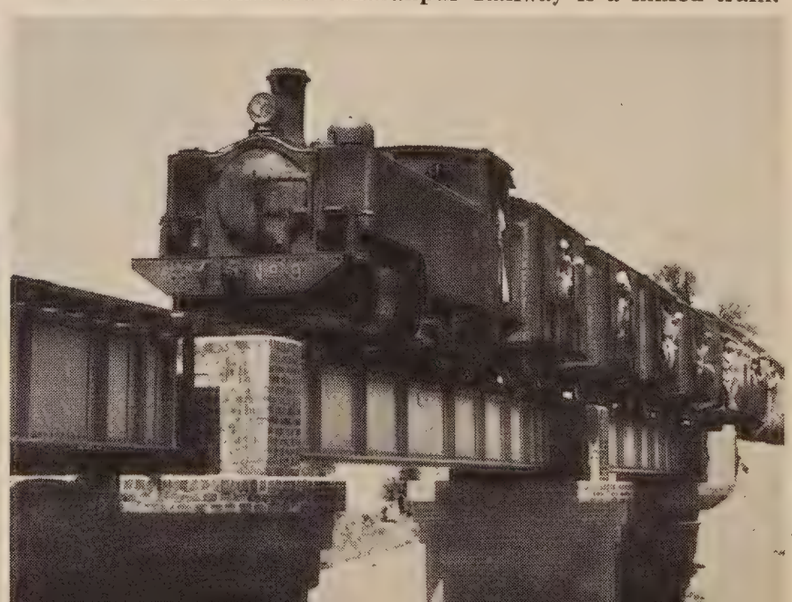
Ironically, democratic India's bitter rival for Asian leadership, the People's

Photograph by the author

Fireman Bisarjiin has just been cleaning his fire on this 2-4-2T, which is hauling mixed train No. 5 on the Arrah-Sasaram Railway. Evidently the girl is not a railfanette.

Photograph by Allan D. Krieg

Very many of India's passenger trains are so overcrowded that people are forced to ride between the cars or on the car tops. Number 4 of the Shadara-Saharanpur Railway is a mixed train.



Chiefly yard engines, these low-wheeled 0-6-2T's were built by Vulcan Foundry in England for India's North Western Ry.
Photograph by Allan D. Krieg

Republic of China, is the only other builder and operator of modern steam locos today—for similar reasons of simplicity, economy, and urgent need for development. The Chinese also have built large numbers of standardized engines, including a successful 2-10-2 which seems to be equivalent to the Indian WG class for the mountainous Chinese terrain.

But it isn't likely that President Nixon's wooing of Peking will open China's doors to foreign railfans. Nixon's support of Pakistan in the recent war with India has made the present American Government very unpopular here. Visiting railfans should remember that India has been attacked three times by foreign countries in the past ten years, each time with attempts to sabotage the railway system. However, you would surely enjoy a visit to India. The Indian tourist bureaus in New York, Chicago, and San Francisco are very helpful. For permits to take pictures of locos and trains, write to the Public Relations Office, Minister of Railways, Rail Bhavan, New Delhi 1, India, well in advance of your planned trip.

In Indian Railway Board's bi-annual *All-India Railway Timetable,* with more than 500 pages and a map, is a bargain for only three rupees. More compact is *Newman's Indian Bradshaw,* published monthly by W. Newman & Co. Ltd., 3 Old Court House Street, Calcutta, India, about 350 pages, same price. The modern paperback guidebooks are fairly good, but if you travel by rail here it's a delight to have *A Handbook to India, Pakistan, Burma, Ceylon,* published by John Murray's, Albermarle Street, London, W. 1, England.

Space does not permit me to thank all the people who helped me with this article, but I will mention H. C. Hughes of the Stephenson Locomotive Society, London, England; Shri R. C. Kale of the Tata Engineering & Locomotive Co., Ltd., India, and Shri K. L. Ahuija of the Indian Government's Ministry of Railways. Why not come here and see some of India's 9,000-plus active steam locos? ●

Roster of Locomotives on Indian Railways

1-999, narrow gage (2'0" and 2'6") locomotives. 1-500, modern standard classes. Numbering irregular, about 145 locos in all, including ZB 2-6-2s built in Europe 1928-1952, ZE 2-8-2s built in Europe and Japan 1927-'54, ZF 2-6-2T's built in Germany 1934-'53, ZP 4-6-2's built in Japan 1954, and ZDM-2 B-B diesel-hydraulics, built in Germany in 1964.

501-999, non-standard locomotives. Numbering also irregular, about 320 locos in some 58 different classes, built England, India, Germany, Japan, and America from 1889-1958.

1000-6999, meter-gage (3' 3⅜") modern standard classes.

1000-plus diesel switchers: 1500-1803, WD 2-8-2, built in America 1942-1948. 2000-2870, YP 4-6-2, built in India, Europe and America, 1949-1970. 3000-4440, YG 2-8-2 built in India, Europe and Japan, 1949-1972. 5000-5262, YL 2-6-2, built in Europe and Japan, 1952-1957. 5750-5761, YM 2-6-4T, built in Japan 1956. 6000-plus road diesels.

7000-19999, broad-gage (5'6") modern standard classes.
7000-7754, WP 4-6-2, built in America, Canada, India, and Europe 1947-'67.
8000-10560, WG 2-8-2, built in India and Europe, 1950-'70.
12000-12716, AWD/CWD 2-8-2, built in America and Canada, 1943-'49.
13000-13069, WM 2-6-4T, built in England 1939-'52.
14000-14029, WT 2-8-4T, built in India, 1959-'67.
15000-15107, WL 4-6-2, built in India and England 1955-'68, except for four locos 15010-13, WW 0-6-2T's, built in England in 1940.
17000-plus main line diesels.
19000-plus diesel switchers.
20000-21999, electric locomotives.
2000-plus broad-gage DC locos.
20200-plus broad-gage AC locos.
2100-plus meter-gage locos.
22000-29999, broad-gage earlier standard locos.
22000-plus XA, XB, XC 4-6-2s built in England 1927-'35; XD, XE, and XE1 2-8-2's built in England and Czechoslovakia 1928-'48; AWC 2-8-0's and 2-8-2's built by Baldwin 1943-'44.
24000-plus various passenger classes, mostly 4-6-0, built in England 1904-1950.
2600-plus various freight classes and tank locos., esp. 2-8-0 and 2-6-4T, built in England and Germany 1903-'40.
30000-32999, meter-gage earlier standard and miscellaneous locos.
30000-plus YB, YC 4-6-2's built in India and Europe 1927-'51; YD 2-8-2s built in India and Europe 1927-1949; YF 2-6-2s and 0-6-2s built in India and Germany 1928-1938.
31000-plus mostly 4-6-0s, but also 4-4-0's, 4-4-4T's, 4-6-4T's, 4-8-0's, and 4-6-2's, built in India, Europe, and America 1905-'52.
32000-plus non-standard locos, including the former Jodhpur State and Bikaner State Baldwin 2-8-2's and the former Bengal-Assam Garretts.
33000-39999, miscellaneous and obsolete locos.
33000-plus Central Ry., broad-gage 0-6-0's 0-8-4T's, 2-8-0's.
34000-plus Eastern Ry., broad-gage 0-6-0's, 0-8-0's, and small tanks.
3500-plus North Eastern Ry., meter-gage 0-4-0T's, 0-6-0's.
3600-plus Northern Ry., broad-gage 0-6-0's, 2-8-2's, 4-4-2's, and tanks.
37000-plus Southern and South Central Rys., many types, both gages.
38000-plus South Eastern Ry., former Bengal-Nagpur Ry. Garretts.
39000-plus Western Ry., various but esp. broad-gage 0-6-0's. ●

The Penn Central's Great Auction Sale:

A GRAB BAG OF RAILROADIANA

Photographs and Text by Michael A. Eagleson

"GOING ONCE . . . going twice . . . SOLD to the man in the rear for $2,000!" are strange words to hear in a railroad station, yet over 2,000 railfans, historians, antique collectors, and big-time dealers crowded a vast concourse of Penn Central's 30th Street Station just to hear them. It was the auction sale of the entire memorabilia of the Pennsylvania Railroad Museum, held in the Pennsy's native city of Philadelphia on March 20th, 21st, and 22nd.

Long housed in a big warehouse were more than 250,000 railroad relics, artifacts, and historic documents. In a last ditch dramatic attempt—showing a sincere desire to reduce bankruptcy—Penn Central management decreed to sell the entire historical collection which the Pennsy had

(Left) Dealers, railfans, and others in Penn Central's 30th Street Station in Philadelphia examine some of the artifacts and documents offered for sale at the biggest public auction of railroadiana ever held anywhere. (Right) The author's father is interested in an old painting that shows a Pennsylvania Railroad train.

accumulated during the past century and a quarter.

Since last summer, Robert I. Alotta, Penn Central's manager of special projects, had been hard at work sifting through layers of dust to assemble and catalog almost 2,000 lots of artifacts, most in cardboard boxes, each with a separate batch number. George Freeman, manager of Samuel T. Freeman & Company, was the expert auctioneer who conducted the sale. I was there with my camera, taking pictures and hoping vainly to find some steam locomotive relics worth bidding on.

Not missing a chance to make money, the items were on public view during the week of March 13th, with an admission charge of two dollars. Some 6,000 soft-cover, 116-page catalogs at one dollar each were sold that week before the supply was exhausted. Several thousand more could easily have been sold. During the three days of the auction, these dollar catalogs were being bootlegged for $10 to $15 apiece. Some fans predict that in years to come they may be worth as high as $50 each as collectors' items. Unfortunately, the average railfan had little chance to acquire the items he admired most. Antique dealers, historians, and professional railroadiana sellers bid prices up high.

The first item to go was a scrapbook of assorted 1926 dining-car menus for $60. Two albums of locomotive photos brought $300. An album of assorted freight-car photographs was gaveled down at $170. At these prices, most railroad buffs kept silent. Tom Coval, a 26-year-old Temple University student, paid $150 for eighty Pennsy timetables, the oldest dating back to 1950. He hopes to sell the many du-

(top) 30th St. Station in which auction was held. Eagle came from Penn Station in New York.
(bottom) Glamorous Penn Central hostesses on hand to answer queries. Tables hold old maps.

Rare four-legged marker lights. Only Pennsylvania steam locomotives had this unique style. Any other roads close?

3 feet high, 5 foot, 6 inches at base, and sold for $535. Carved oak 1870's clock from old Newark station. It stands

plicates eventually for five dollars each.

An 1880 *New Jersey Seaside* directory sold for $130. The roll-top desk which Ed Harriman, "the Wizard of Wall Street," had owned, was disposed of for $510. The chair cost extra! An old carved oak clock, 5½ feet wide, weighing almost 200 pounds, from the Newark station in the 1870's, went for $535. No one was sure if it even worked. A brass doorknob from Philadelphia's old Broad Street Station, for many years headquarters of the Pennsy system, brought $90. Another choice item was a wooden wheel from the original 1820's *John Bull* steam locomotive which sold for $2,000. The rest of the *John Bull*, including the three other wheels, is in the Smithsonian Institution in Washington. The *John Bull* won lasting fame as the first locomotive to have a cowcatcher.

A spread eagle with a swastika which once adorned the cab of a German wartime steam locomotive was auctioned off for $400. A nine-foot wooden-and-metal model of a Pennsy 4-4-2, class E6G, went for about $5,000. She was not an operating live-steamer. The observation tail-gate sign from the Pennsylvania's famous *Spirit of St. Louis* changed owners for $400, while the only steam locomotive builder's plate, a William Norris plaque from the 1850's, was taken for $1,000. Even a lowly hand lantern once used by trainmen brought $400.

Tons and tons of documents, books, passes, timetables, menus, photographs, maps, annual reports, *Locomotive Cyclopaedias* and *Official Guides* reached the chopping block in turn. Other items included train models which had been exhibited at fairs and centennials, parlor-car chairs, and advertising art.

Noticeably absent from the auction were the originals of those great Pennsy wall calendar paintings and the Altoona Shops glassplate negatives. Who knows where these rare items are today? Disappointing also was the total lack of Keystone number plates and other steam locomotive parts. Biggest buyer at the sale, Pennsylvania Historical and Museum Commission of Harrisburg, Pa., bought $27,000 worth of stuff.

When the three-day spree ended, the auction brought in over $150,000. Penn Central officials had hoped the total would reach half a million, but it was still not bad pickings for the biggest such sale in history. The word is out around the entire Penn Central for brass collars in the lower echelons to round up additional railroadiana and historical artifacts such as old station clocks, maps, locomotive photographs, and the like. The auction might have a second section.

Francis R. Brooks, the supervisor of cash receipts for the Penn Central in Philadelphia, and whose family has a total of more than a century of service to the railroad, puts it this way: "We had to take this drastic step to generate much-needed cash. But the doleful fact is that we are selling our family heirlooms in an effort to save the railroad.

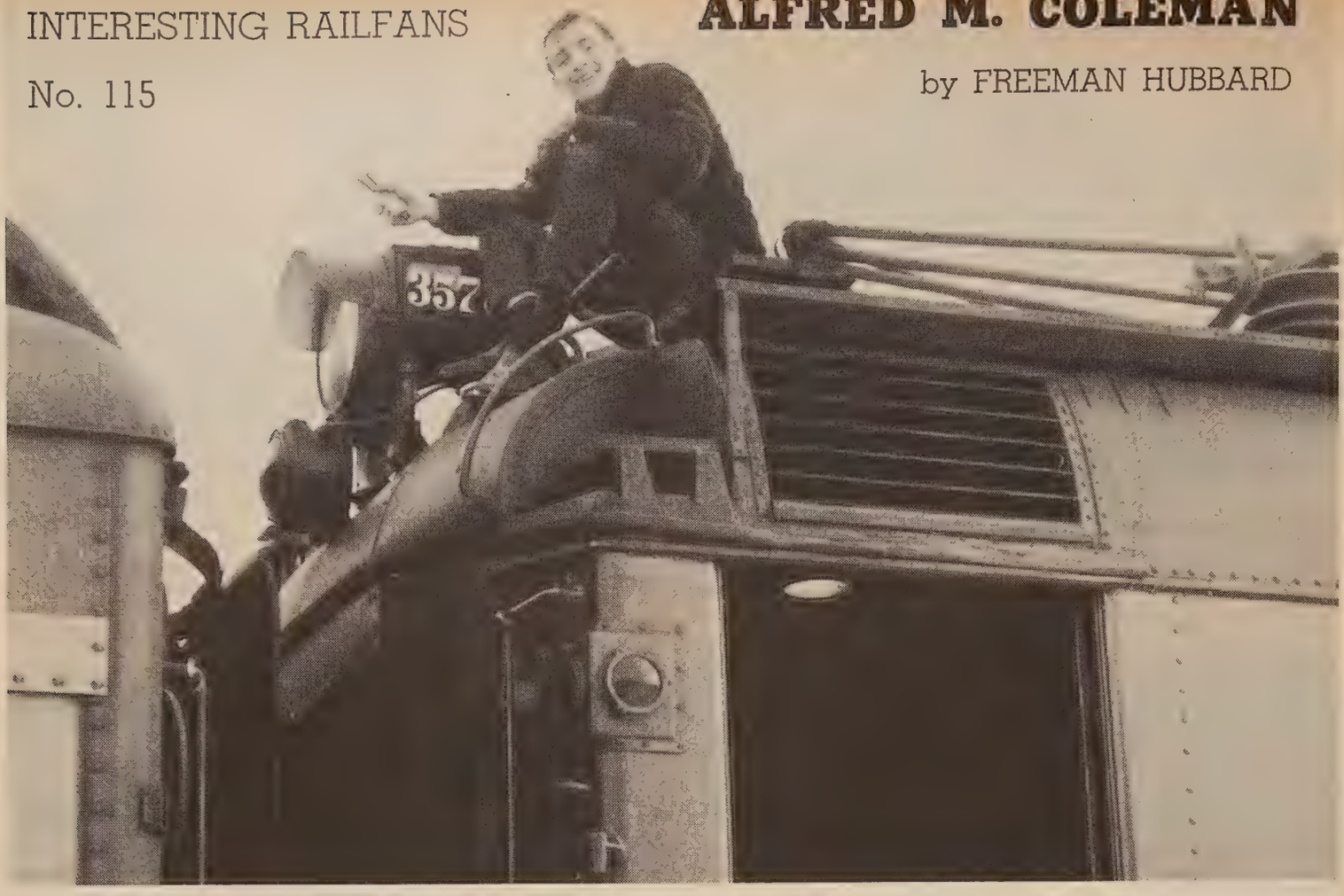
Although it had been widely advertised as a Penn Central auction, former New York Central items were noticeably absent. Who knows, this might start an historical auction trend for other bankrupt roads. Meanwhile, I'll just hang onto my copy of the memorabilia catalog and remember the greatest railroad auction in history. ●

INTERESTING RAILFANS

No. 115

ALFRED M. COLEMAN

by FREEMAN HUBBARD



When it comes to scrapping equipment, bet your last Kennedy half-buck that Railfan No. 115 will be there for the goodies.
Allan Sherry, 5445 Netherland Ave., Riverdale, N.Y. 10471

YOUNGEST in our series of *Interesting* Railfans and very much of an individualist, Alfred M. Coleman at age 24 looks like early pictures of film star Peter Lorre and worships the twin gods of Success and Big Money. He greatly admires the late John D. Rockefeller, Sr., and other tycoons who piled up millions. Their morality, or lack of it, intrigues him. Rockefeller once admitted that what he enjoyed most was "watching the dividends roll in." Al Coleman shares that joy on a lesser scale.

Born in New York City on the 20th day of September, 1948, he is the son of a Jersey Central passenger trainman whom he rarely sees nowadays. Al is the third child, having two sisters. When he grew up he followed his dad into railroad work but with the New York Central (later Penn Central). For three and a half years he was a towerman, train director, and even yardmaster in the Grand Central Terminal area.

"The employee morale was low," he tells me, "and there was much distrust between labor and management. So I finally left to find a more promising career elsewhere."

Since then he has briefly had several careers. He started a business of restoring and selling railroad passenger cars. He also played Cupid—he and his girl friend, (Florence) Elizabeth Sunshine, her real name, of Farmingdale, N.Y.—working for Operation Match, Inc., a computer dating service that brings together lonely males and females who have something in common with each other. At one time it was said that if you needed a refurbished day coach, a baggage car or a Pullman sleeper, a wife or a date, Alfred M. Coleman was the man to see. Right now he is working on a contract basis for the Weaver Airline Personnel School as a counselor-salesman. He enrolls girls for training as air stewardesses, hostesses, or reservation clerks.

"I like it," he says frankly, "because it puts me in a position to determine which applicants are accepted or rejected. Some girls just about beg me to take them on. Besides, the job pays more than double what I made with Penn Central."

His decision to quit the giant railroad was influenced by Glenn W. Turner, the financial juggler whom he says borrowed $5,000 in 1967 and in four years pyramided into an "empire" of about $150 million, after the manner of the railroading Van Sweringen brothers. Al is an apt disciple of Turner.

"Even before I went railroading," he informs me, "I followed Mr. Turner around the country, attending his schools and sometimes paying as much as $100 a day to hear him lecture on salesmanship and success. I've spent considerable time in sales training with various programs, learning strategy that has since paid off. Often I make a sale after a prospect has said no several times. As I see it," he rationalizes, "my failure to convince someone of the value of what I am selling would be unjust to him or her as well as to myself."

Among the other assets of Turner's philosophy, Al credits it with having helped him to overcome "a violent temper" and acquire a fair degree of serenity. His home address is P.O. Box 123, Bethpage, N.Y. 11714. Sharing his Long Island ranch-type home are his mother and two cats with railroadish names, Caboose and Phoebe Snow.

Our subject is the organizer and

president of Scenic Rail Tours, Inc. Its avowed purpose is to preserve, restore, and operate old railroad passenger cars. He offers "a finder's fee of up to $1,500 to anyone sending me a customer who, in turn, buys a car through me, this money to be paid as soon as the deal is closed." He has a list of passenger equipment for sale all over the United States. Now and then a would-be buyer pays him a bonus for locating a certain type of available car.

At present, Railfan 115 owns two pieces of former Jersey Central rolling stock. One is the *Oasis,* built in 1918 as a baggage car but used in recent years as a concession car on High Iron Company steam fantrips. It is up for sale. The other is day coach No. 1158, now running on the Black River & Western's steam excursion line between Ringoes and Flemington, N.J. It is not on the market. A third piece, which Al doesn't own but wants to sell for Penn Central, is a luxurious old drawing-room-lounge parlor car that ran on the Pennsy's *Congressional Limited.* When new in 1952 it cost $125,000; he is now asking $12,000.

Car 1158 was rebuilt and refurbished at Ringoes, N.J., by herculean efforts of a zealous fan group that included Al Coleman himself and William M. Lybarger, operating vice president of his Scenic Rail Tours; also Victor Belmont, Jr., of Bethpage and Peter Schulemowitz of New York City.

Bill Lybarger writes: "I first met Al when he began to restore the 1158. Again and again he'd take two-hour drives from his New York office to Ringoes to further the restoration. I have known him to spend a whole night busily scraping varnish and sanding inlaid mahogany. Sometimes he'd call us as late as 10 p.m. and we'd toil together on the project until sunrise. Even during the bitterly cold winter of 1970-'71 we labored there despite the low temperature that often numbed our fingers and while solvent fumes nearly choked us.

"Al has traveled across the U.S. and Canada just to ride steam locomotives in regular service. He chases some fantrips with a camera, rides on others. At age 16 he owned his first railroad car. Al has ambitious plans for utilizing obsolete passenger equipment for novel and useful purposes and he is quite resourceful. At times when funds ran out he acquired parts and services in exchange for some of the many pieces of railroadiana he had picked up in scrap yards and elsewhere over the years."

His collection includes much Jersey Central hardware, ranging from the number plate of Pacific loco 827 to diesel number plates on Baldwin A units and Trainmasters. He also has hundreds of relics from CNJ's old Liberty Street Station and Jersey City Terminal, now abandoned; almost the entire lot of CNJ destination curtains from Jersey City, including those from the *Wall Street Express,* the *Queen of the Valley,* the *Crusader,* and the *Harrisburger.* Also a rail library and, of course, a file of *Railroad Magazines.*

According to Francis H. Dooley, an attorney of Newark, N.J., "Al is an extraordinary young man. He thinks of railroading in innovative and imaginative terms. When he first came to me as a client, a fellow lawyer had described him as 'a man about to lose possession of a railroad car.' He was

Interesting Railfan's mother holds a Siamese cat outside their L.I. home.
Photograph by Alfred M. Coleman

then a 21-year-old, very actively, almost passionately, in love with railroading. I succeeded in restoring the car to him. It is now a dining room at a restaurant in Hackettstown, N.J."

The car in question is a heavyweight lounge car from the Gulf, Mobile & Ohio, No. 2008, which Al sold because he couldn't afford its upkeep.

Sam Freeman, general manager of the Black River & Western, says of Al:

"I have always gotten along well with him. Al is a dedicated railfan. In restoration work he insists on perfection, occasionally to the point of being impractical; but once involved in a project he strives hard and skillfully to carry it through. On the minus side, he is a bit of a dreamer with unrealistic ideas. As we all know, he aims to make a fortune as soon as possible. While this may be a worthy ambition, Al seems to get enmeshed at times in

Howard Pincus, 5 Eldridge Place, Rye, N.Y. 10580

Our hero, at the tender age of 16, bought this car in 1965 from the Jersey Central without a dime in his pocket. Railroad agreed to let him have it on time. Car, revamped, is former baggage 431, on lease to High Iron Company for fantrips.

get-rich-quick schemes of a marginal nature."

He likes to quote from the self-help books which he reads religiously and such poems as Jessie Rittenhouse's:

I bargained with Life for a penny,
And Life would pay no more,
However I begged at evening
When I counted my scanty store.

For Life is a just employer;
He gives you what you ask;
But once you have set the wages,
Why, you must bear the task.

I worked for a menial's hire,
Only to learn, dismayed
That any price I had asked of Life
Life would have paid.

Railfan 115 is a six-footer with a slender build and dark brown hair. He dresses well, never smokes, abstains from liquor, and follows the herd in his eating habits. The first thing you are likely to notice about him is his quiet, persuasive manner—always eager to sell something.

"Usually," he tells me, "I decide what a customer will buy and then make the decision for him. I wouldn't want to be employed by anybody, but prefer to be in business for myself. My recent associations with various firms have been strictly on a contractual basis. Too many people are afraid to run risks. I like to go out on a limb—that's where the fruit is."

Alfred Coleman is a bachelor but not an ascetic. His current girl friend, Elizabeth Sunshine, is a free-lance writer. Tall and willowy, with long brown hair, mysteriously dark hazel eyes, and a musical voice, she is quite beautiful. She came into my office the other day to talk about Al. For me, the interview was a rich experience. I shall always remember it. Now, if I were young again—young and single and fancy-free—and if Elizabeth Sunshine were unattached . . . What was I saying? Ah, yes, she came in to talk about Al. I had wanted to hear her impressions.

"He is a whippet with a hyperthyroid condition," she said with a slow smile. I gasped, and listened. "A bright young man who is tall, lanky, and a little stoop-shouldered. He carries his head slightly to one side. When his brown eyes look at you they are deep and sharp and soft at the same time."

"Go on," I encouraged, increasingly aware from her manner of talking that she is both a writer and a very modern young woman.

"Al is meticulously neat, as you might expect from a guy on his way up," said Elizabeth. "His taste in clothes, but especially shoes and socks, is colorful. A recently-grown mustache adds a touch of dignity and age to his otherwise puerile appearance. He has a tunnel intelligence not unlike that of chess wizard Bobby Fischer. He, too, is a chess expert and sometimes plays the game with me. He also dotes on horror movies and chocolate-covered mints, but is basically a railfan. Anything on rails is within his scope."

Not wanting to betray my ignorance by asking what she meant by "tunnel intelligence," I changed the subject. "Would you marry him if you could."

Allan Sherry, 5445 Netherland Ave., Riverdale, N.Y. 10471

As a train director and yardmaster for Penn Central, Al was busy at board directing traffic at Grand Central Terminal.

A rail Diogenes? Dolly lamps, markers, loco headlights, lanterns, drumheads, and semaphore arms highlight Al's collection.
Photographs on this page by Alfred M. Coleman

"Yes," she replied.

I plunged into one of my favorite topics. "Al says he isn't interested in health foods or vitamins. He prefers the kind of diet that most people eat. What do *you* think about nutrition?"

"The same as you do."

I had already guessed it. Elizabeth radiates good health. You can tell that from her clear skin, her perfect figure, her poise, her animation, and the fact that she carries herself like a queen.

"Al takes too much sugar," she said unhappily. "Chocolates and cokes and other sweets."

"He's heading for tooth decay and diabetes," I warned. "Can't you do anything about it?"

My visitor shook her pretty head; the long hair danced on her shoulders. "I try to, but he won't listen. One of the hardest things in the world is to get somebody to change his eating habits."

Another of Al's friends, Louis Vito, Jr., of Oceanside, N.Y., predicts that if our *Interesting Railfan* retains his present sharp business methods his Rail Scenic Tours will one day be very profitable. Al swears by Napoleon Hill's book *Think and Grow Rich.* Psychologists say that an over-emphasis on money, regardless of how young or old you are, shows emotional insecurity and a lack of culture.

Al is nominally a Roman Catholic, does not go to church, and politically is a conservative, resenting especially Big Government and the Welfare State, as I do. While in search of railroadiana or taking pictures, he has been arrested more than once for trespassing on railroad property. In recent years he dropped out of railfan organizations because he says that most of their plans for preserving railroad equipment or relics are mere talk. Al prefers to get things done.

"I aim to preserve as many cars as I can," he explains, "doing for passenger equipment what millionaire F. Nelson Blount did for steam engines. I want to own and operate the nation's largest private collection of rolling stock."

Good luck, Al; maybe you will. You might even make a few million dollars. But when you get to the top of the heap, don't be surprised if your winnings turn to "ashes of Dead Sea fruit," as Frank Cowperwood's did in Theodore Dreiser's great novel, *The Financier.* ●

Former Gulf, Mobile & Gulf lounge car *Azalea* is now a restaurant's dining room in New Jersey. Upkeep on heavyweight car was too much, so Al found a buyer.

STEVE MAGUIRE'S

TRANSIT TOPICS

MODIFICATIONS in the commonly accepted history of the cable car may be accepted as the result of the uncovering of some interesting old records in the San Francisco Public Library by Jerry Burns, *a San Francisco Chronicle* reporter. We learn from Charles Tidwell of San Francisco that Jerry found in an 1880 City Directory an account of cable-car plans that antedated those of Andrew S. Hallidie, often referred to as the father of the cable car.

The *Chronicle* says that in the 1860's Benjamin H. Brooks, a local lawyer's son, first conceived the idea of an endless wire cable laid under the streets and operated by a stationary engine. The story continues:

Brooks spent more than a year perfecting his scheme, in concert with W. H. Hepburn, described as "a very skillful civil engineer." They presented their plans to the Board of Supervisors, who granted the first cable-car franchise to a group headed by Brooks. The directory said the franchise was granted in 1869, but official city records say it was August 3, 1870.

This franchise was granted to Brooks, C. S. Bushnell, E. W. Steele, and A. Doubleday. They formed the Clay Street Hill Railroad Co. and proposed to run a complicated cable-car system from downtown to Cow Hollow.

It was to be started within one year, and completed within three years, and to be operated with endless ropes under the streets, moved by stationary steam engines. Unfortunately, the enormous system never got built by Brooks and his company.

"So novel was the scheme, and so poor the prospect of remuneration, that stock gambling was considered preferable, and local capital refused to touch it," reported the directory a few years later.

After a losing battle to find financing, it noted, "the plans and franchise were in 1872 transferred to Mr. Hallidie for a nominal consideration." Brooks was out of the cable-car picture. By 1880, he was working as a clerk for the Central Pacific Railroad.

Hallidie, a wealthy manufacturer of wire rope and a bridge builder, found the funds that Brooks could not and built the first cable-car on Clay street, from Kearny to Leavenworth. The first line built from Brooks' plans and dreams, went into operation on Aug. 1, 1873. Hallidie's company was also called the Clay Street Hill Railroad.

The line later was extended to Van Ness avenue and, by 1880, was carrying nearly two million passengers a year at five cents per ride. A branch line, drawn by horses, ran from Clay and Leavenworth to Larkin and Chestnut streets via Leavenworth, Vallejo, Hyde, Union, and Larkin.

Chicago Transit Authority will buy 100 of these cars under $121 million program.

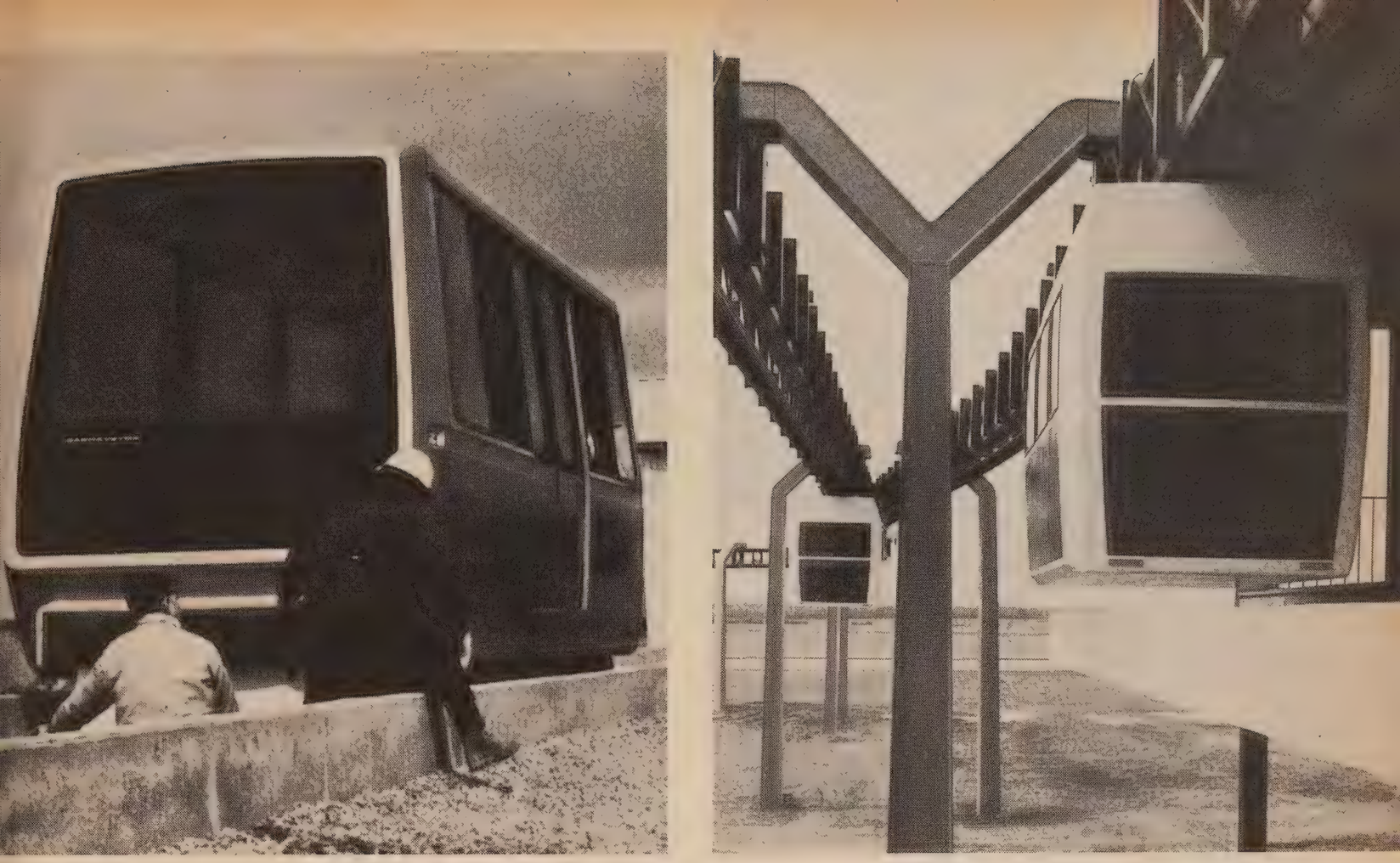
SEVEN contractors have submitted bids to the Metropolitan Transit Authority for construction of the first section of a new subway, on Archer Avenue between 147th Place and 151st Street in Jamaica, New York City. The low bid, $10,348,060, came from Delmar Engineering Corp. of Brooklyn. Bids went as high as $17,874,021.

The route, known as 131D, will be an extension of the Independent Division from Hillside Avenue along the Van Wyck Expressway to Archer Avenue to Parsons Boulevard, then south through the proposed York College campus to the Atlantic branch of the Long Island Rail Road at South Road, then along the LIRR right-of-way to Springfield Boulevard in Springfield Gardens. It is expected that a decision will be made before July 1st. Work could start as soon as contracts are signed.

A $6-MILLION contract for furnishing and installing signal and control equipment has been awarded by the New York City Transit Authority to the Signal & Communication Div., Westinghouse Air Brake Co. This equipment will be used to modernize the subway signal and control system in three areas: Montague Street tubes, Court Street to Broad Street in the Nassau Street Loop, and Broad Street to Chambers in Brooklyn and Manhattan. Additional WABCO route-control systems using LP-100 relays would enable one man sitting miles away at a control console to operate all switches within his operating territory. They will be installed at the Essex St. and Broad St. stations.

The Port Authority of N.Y. and the Downtown-Lower Manhattan Assn. recently announced that a two-year study showed reductions of from 18 to 26 percent in passenger congestion on subway lines. The group cited statistics at the Wall Street stations of East Side and West Side IRT lines, the Broad Street stations of BMT, and at

Everybody happy? West Side R.R. No. 19 pulling double decker trailer at Eldridge Park, Elmira, N.Y., about 1901. Glass plate from Steve Maguire's collection.



Two exhibits at Transpo, 1972 U.S. International Transporation exposition, held May 24th through June 4th at Dulles International Airport, Washington, D.C. (left) Workmen ready one of the two Dashaveyor Personal Rapid Transit (PRT) computer vehicles for Bendix display. (right) Monocab vehicles suspended from exclusive guideways demonstrate fully automatic and safe operation to Transpo visitors. Monocab is a personal rapid transit system providing service as frequently as every 10 seconds. Pictured is one six-passenger vehicle stopped at station while another approaches on a by-pass track.

the PA's Trans-Hudson Line station. The study was conducted in anticipation of the completion of the World Trade Center next year when an additional 130,000 people will jam into lower Manhattan.

MASSACHUSETTS BAY Transportation Authority has applied for a grant of $32,800,000 from Urban Transportation Authority to help buy from 150 to 175 new streetcars for its subway-surface routes locally known as the Green Line. This sum would be the Federal Government's share of the total anticipated cost of $49,200,000 for the new cars. The rest will come from a bonding authority approved by the state Legislature.

MBTA's present concept is one of an articulated car—one hinged in the middle, like those familiar in Europe—to clear the curves in the Boylston and Tremont street tunnels. It would be relatively fast (up to 55 mph), have three sets of doors on each side (for faster loading and unloading), tinted windows, glare-free lighting and double-ended controls for faster turnaround.

At the current rate of inflation, MBTA General Manager Joseph C. Kelly figures that a price of $300,000 a piece for the new trolleys would be a bargain, even without air-conditioning. (This added creature comfort could add $20,000-$25,000 to the price per car.) Car steps must be built to suit the present low-level platforms in the Green Line tunnel.

CHICAGO Transit Board has unveiled the design for its new air-conditioned rapid transit cars. The styling was done by Sundberg-Ferar, which also designed the equipment for Bay Area Rapid Transit of San Francisco and the Metropolitan Regional Authority of Washington, D.C. Rigid specifications will greatly reduce exterior and interior noise and vibrations. (CTA had engaged a firm to study existing noise and vibration levels in trains operating in subway and on elevated lines as well as noise levels on station platforms, and to prepare design criteria.

"These cars," says chairman Michael Cafferty, "will be paid for out of the first $80 million of CTA's $121 million two-year capital renewal program being funded by the U.S. Department of Transportation, the Illinois Department of Transportation, and CTA."

They will have a dusky walnut woodgrain wall covering throughout, with an off-white ceiling. The contoured, padded seats will be beige with alternating cushions of tangerine or golden brown. Floors will be Java brown. Ten cars will incorporate advance concept control and propulsion equipment.

An improved air comfort system, brighter lighting, a better public-address system, and a new space radio network for communication between the motorman and the Operations Control Center will be incorporated in the new cars. Semi-permanently coupled together, each two-car unit will seat 98 passengers. The 100 cars will replace vehicles built between 1922 and '24, experimental units of 1947 vintage, and some trolleys built in 1950. All are to be delivered by mid-autumn of 1973, when CTA will have a total of 430 air-conditioned units—38 percent of its rapid transit fleet.

Also in Chicago, two cars of a CTA elevated train plunged off the 30-foot-high structure during a heavy rainstorm on the night of April 8th. One fell to the ground on a vacant lot, narrowly missing a two-story brick apartment building. The other partly dangled from el steel supports. More than 25 people were injured.

***Descanso*, famed former Los Angeles Railway funeral car, as she looked at Summit, Calif., 4,000 ft. up on Cajon Pass (see May '72 *Railroad)* in 1963. Car was removed in 1967 for present location at Orange Empire Trolley Museum in Perris.**

NEW ORLEANS is converting its St. Charles Avenue streetcars to one-man operation, reports Mike Johnson, Box 385, Biever Hall, New Orleans, La. 70118. For many years there had been two-man crews, but recent conversion to the exact-fare plan dispensed with the conductor.

This change, although economically justifiable, typifies the trend in all industries to reduce work forces, thus increasing unemployment.

A TECHNICAL BOOKLET entitled *A New Era in Transportation,* describing the pulse width modulation demonstration program on Cleveland Rapid Transit, may be had free by writing to Propulsion Equipment Dept., Westinghouse Air Brake Co., Wilmerding, Pa. Ask for G-b-9060. The PWM system converts conventional DC power to variable voltage, variable frequency AC power, which in turn drives AC traction motors. A minor control change during braking turns the motors into generators which not only act to slow the car, but also returns electrical energy to the power system, resulting in a power savings of about 30 percent, studies indicate.

BRANFORD Electric Railway Association is selling a limited supply of artifacts from the Long Island Rail Road and the New York City subways.

Included are several varieties of air whistles, roll signs, metal destination signs, small builders' plates and car plates, controllers and controller handles, number plates—almost everything detachable from the cars, including overhead fans. For details write Branford Electric Railway Assn., P.O. Box 457, Short Beach, Conn. 06405. Proceeds from this sale will go toward the cost of a new car barn that would enable additional trolleys to be brought under protective cover.

WORK is under way by Westinghouse Air Brake Co. to install a completely automatic "people mover" at Houston's airport in Texas. They hope to have it operating by September, replacing an earlier battery-operated small train. The company will initially supply six trains of three cars each. Each train will seat 36 passengers plus baggage and will operate on a fixed guideway concrete track with an extruded aluminum center-guide-beam system. Car bodies are fiberglass modules with foam sound barriers.

A RETURN to trolley cars is suggested by Peter Tripp of Stonington, Conn., as an alternative to the nightmare of motor traffic jams, and new highway construction. Tripp is a militant foe of the proposed jetport in eastern Connecticut and a supporter of the move to abolish the Highway Trust Fund. Addressing a Rotary Club luncheon in New London, he said Connecticut now is almost fully developed.

"You can't build another highway in this state," he stated, "without stepping on someone's toes," and urged that the use of automobiles be curbed. Trolley travel would be both cheaper and quicker, he pointed out, noting that the average cost of running an automobile exceeds $1,000 a year.

EVERY day the Moscow tram service in Russia carries about two million passengers on 39 different routes.

ACCORDING to John Acreneaux, P.O. Box 4461, Wichita Falls, Texas 76308, the Cedar Rapids & Iowa City Railway was not "abandoned years ago" as someone stated, but is still listed in the *Official Guide*. Passenger service was ended years ago.

THE SOUTH SHORE LINE is on the verge of bankruptcy, its president, James B. McCahey, Jr., recently told the ICC. It lost over a million dollars in the last three years and has 1.3 million fewer riders than it had three years ago. The line is so close to bankruptcy, McCahey warned, that if it had paid its bills last Dec. 31st, using its working capital, it would have been left with a

This is how the Judiciary Square station of the Washington Metro Rapid Transit system will look when completed in 1975. Engineering work for the first phase of the automatic train control operation is being done by the General Signal Co.

deficit of $647,036. And this year it is still losing money. Before you read these words the ICC may have handed down a decision on the request to reduce South Shore passenger service.

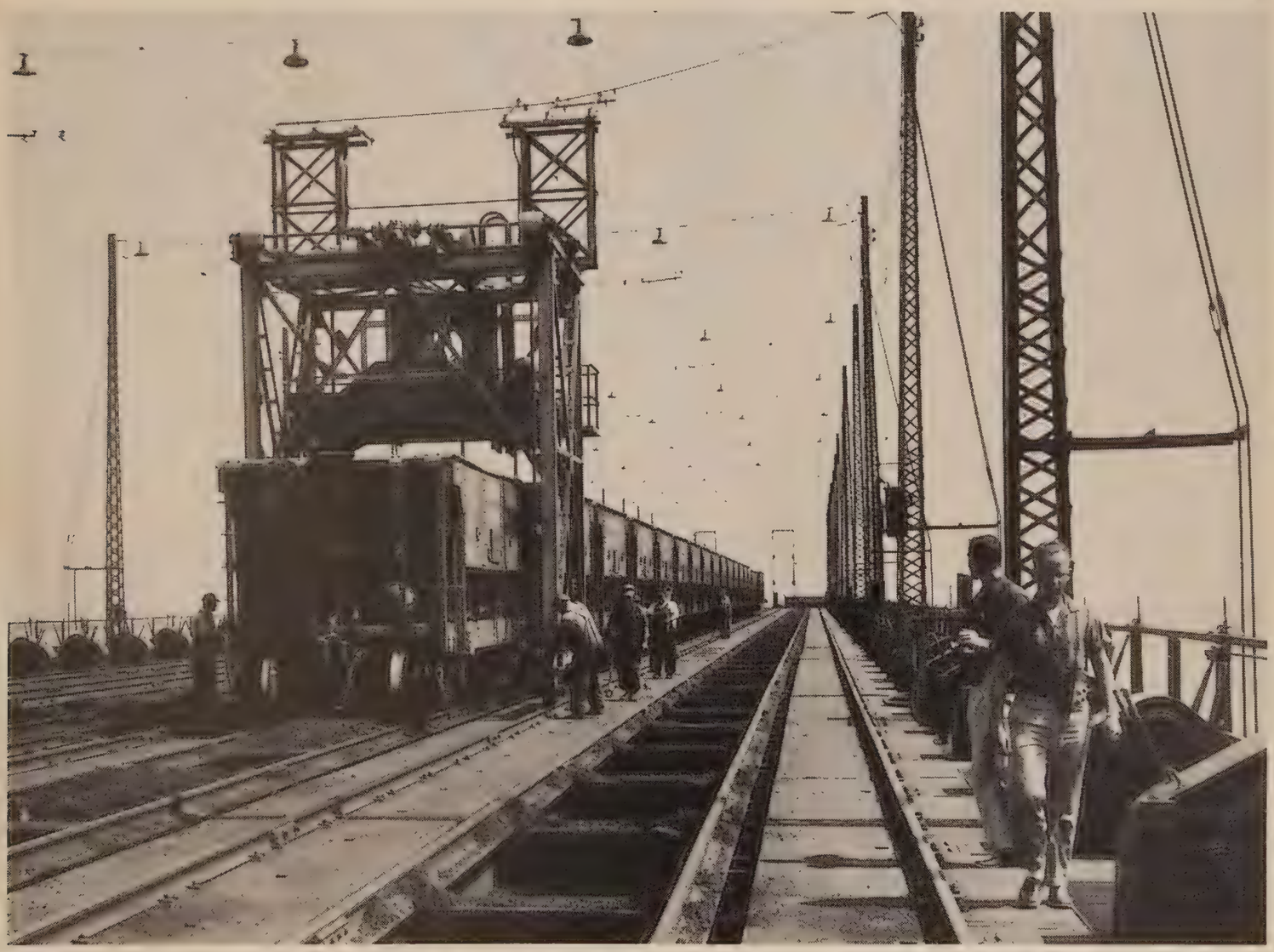
AN AD, prepared by Area Committee for Transit and appearing recently in many Niagara Frontier newspapers, stated facts about practical construction of rapid transit for Buffalo, N.Y., saying that the shallow "cut and cover" method, proven around the world, will be used for the Buffalo-Amherst line. Deep tunneling would add an estimated $60 million to the project cost. Costly escalators, water seepage, possible train stoppages 200 feet underground make deep tunneling impractical. Not one major city is considering deep tunneling for its transit line. Both Philadelphia and Washington, D.C., turned it down as too expensive.

The Ithaca Street Railway, by Richard D. Kerr, 48 pages, 8½x11", with soft cover and stapled binding, is available at $3 from Harold E. Cox, 80 Virginia Terr., Forty Fort, Pa. 18704. Both the Ithaca Traction Co. and Cornell University, whose campus it served, were high above Caygua Lake at Ithaca, N.Y. The line was one the first electrifications by Leo Daft in 1887. This history carries the story of operations until June 22, 1935, when almost the last car ran. But two weeks after the so-called abandonment, 4th of July crowds so taxed the bus system which succeeded the trolleys that the latter were again pulled out of the barn and ran that day to help the buses haul the crowds. The book also covers another electric railway that ran into Ithaca. Included are a roster, map, and photos, together with the photo of the deliberately derailed car that plunged off a trestle into Falls Creek for an episode of the "Perils of Pauline" movie.

Saskatchewan's Pioneer Streetcars: The Story of the Regina Municipal Railway, by Colin K. Hatcher, 64 pages, 12x9", with hard cover, may be had for $5.95 from Railfare Enterprises Ltd., Box 1434, Station B, Montreal 110, Canada. Regina was a small city, but with projected growth a streetcar system opened in 1911 with five new trolleys built in England. The system's growth soon exceeded that of the city. In time 50 cars were serving 28 miles of track, much of it being extensions into lightly populated areas. This trolley system served Regina until 1950, but was badly overextended causing financial problems. One extension, at the east end of College Avenue, built in 1913, was used only 10 days before service was cut off. Hatcher's book is printed on high-quality paper, with many photos, maps, car diagrams, and an equipment roster.

Plattsburgh Traction Company, by Roger Borrup, 52 pages, 8½x11", bound with hard cover, Connecticut Valley Chapter of NRHS, P.O. Box 232, Warehouse Point, Conn. 06088. $4.50. As a relatively small trolley line, the northernmost such in New York State, this one operated over only six miles of track in the town of Plattsburgh between 1896 and 1929. In those years it owned only 16 passenger cars. As one of several traction lines along the Delaware & Hudson Railroad, it came under D&H control in the early years when the railroad feared possible competition. Included are some very fine photos from D&H files. Reminiscences of Felix E. Reifschneider, noted traction historian helped to tell the story. He operated the traction line before it was abandoned in 1929. At the end of the book is a short illustrated story of Sorrento (Italy) Tramway. ●

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.



Bumps 'n grinds. Electric car-shaker on Canadian National Railway ore dock at Port Arthur, Ont. Shaker has work cut out for it in winter vibrating frozen ore. Even in this summer scene, though not iced in, clogged ore often works into cars.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Photographs by MADELEINE de SINETY

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MY 31 YEARS OF STEAM

by Serge Vitry

Translated by Dan Berhrman

THESE are memories of working with locomotives in France at a time when steamers were plentiful and a man was proud to drive them. One of my grandfathers was a retired section foreman on the Paris-Lyon-Marseille Railway. His house stood beside the grade crossing where many years before his wife had been a crossing watchman. When I was a small boy visiting him for a vacation I would go out to his front gate and wait for trains to go by. I watched the semaphore rise and fall. When an engine chugged up the grade I could hear her exhaust get louder and louder until it was almost overpowering.

The engine might be a gleaming 140K, a 140G, a 140E, or a 141 Mikado, or maybe a Pacific 231G 6000, an iron horse check-reined to roll an express downgrade. We boys would wave at the men in the cabs. They got to know us and often greeted us with sudden whistle blasts that made us jump.

We lived at Amilly, 70 miles south of Paris. One of my greatest pleasures in early youth was riding five trains, one after another, with my family to visit Grandpa.

Engineer Serge Vitry shown last year alongside his American-built Mikado, 141R class, delivered to France at end of second World War. Empty roundhouse is at Corbeil, 20 miles south of Paris, where line joins the Paris-Lyon-Marseilles route into Paris.

Togetherness! Vitry and Brasseur live only a few miles apart in country village outside Montargis, a main station on route from Paris to Clermont-Ferrand. Locos often run on electrified lines and grating between cab and tender was intended to prevent a careless fireman from poking his clinker hook too close to live wires.

First we would travel a mile to the branch-line station to take the local, and then we boarded the express at Montargis station. While we waited for the connection, with the engine depot just across the track, it was exciting to watch the tail ends of the locomotives come in, waiting to be coaled, and others pull out to take over the trains. The sounds of their valves, whistles, and open cylinder cocks filled me with ecstasy. God, how they shone, those locomotives!

The end of the line was Gare du Lyon in Paris, where the old station restaurant still has its beautiful paintings. I remember walking slowly past the locomotive, which in those days seemed like a giant, pausing to observe the firebox door ajar and the blower opened just a crack. The fireman's face was blackened by coal dust. He wore a red bandanna and leaned out a cab window nonchalantly watching the passengers. Apparently none of them gave a thought to the work he'd done in helping to bring them safely and swiftly to Paris. The engineer, likewise with a black face, was tapping some part of his engine with a hammer and listening to the sound it made.

After crossing the big city on our third train, the Metro, we got off at another station, Gare du Nord. There we saw different types of engines. They were brown—the others were green—and were Pacifics, the famous 231E Chapelons. We boarded a fourth train. Fifty miles later we unloaded again and took a second local, this time for a two-mile ride to Grandpa's house in the flat and rural Oise Valley. Charming countryside. That ended a trip of 120 miles that lasted more than twelve hours.

When war broke out in 1939, I couldn't find a job, so Dad had me taken on to maintain machines in the small factory where he himself worked. That fall several workmen were mobilized into the French Army. Later, some men from the factory went to Germany for compulsory labor service while others joined the Resistance.

Everything seemed to fall apart on June 15, 1940. A great exodus began over the roads of France. Our family fled from the enemy, trundling wheelbarrows and the baby carriages we had used in infancy. The roads were jammed, but we made 35 miles in two days; and in the Sologne region we got aboard a train bound for central France, and were crowded into cattle cars and coal cars. We rolled on and on for four days. It seemed endless. Hour after hour we'd wait in front of signals or at stations cluttered up with people, household goods, and animals.

Our engine was a 140E with her regular crew. We brought them some food, for the men had no supplies of their own. One morning at dawn, the exhausted engine crew stopped our train and stretched themselves out on the cab floor to sleep. They couldn't go on, but refused to desert their engine. What worried them most, I think, was keeping the water up and watching the coal pile dwindle.

Many years afterward, long after I had become an engineer myself on the French system, I took a sentimental journey to revisit the station at Sologne, where as refugees I had traveled in that freight train with my family. It evoked sad memories, especially since the little building had been taken down and the branch line was deserted.

Getting back to early wartime days, we reached Limoges and, with other refugees, camped in the schools. Behind the Limoges station stood the main locomotive depot, crammed with smoking engines on the Paris-Orleans line. For hours we'd stand on the bridge over the depot and watch the activity in and around the workshops, the coaling sheds, and engines coupling up to trains. After the war, long after it, I revisited this depot. Like many other buildings of its kind, it was dismal and empty except for a few diesels and electric engines. My postcard collection includes some old pictures of this place when it was a great, teeming, railroad center.

Our bus trip back home after the 1940 armistice was monotonous until we reached Orleans. Then we took the same branch-line local. Our locomotive was a magnificent 121 from the Paris-Orleans line with a tall stack and a brightly-polished boiler casing.

The war years of 1941 and 1942 went by in sadness and fear. I had no more vacations and seldom visited my grandparents. Often, I would gaze at the little branch line running east. Troop trains rolled by one after another, heavy trains, doubleheaded or with one engine up front and another pushing. The power included 140E's, 140H's, and 140K's from the ALVF 1914 series, also 140G's or Chicagos, the American engines brought over to my country during World War I. In the silence of the starlit night we could hear the steady exhausts of engines climbing the grade.

1943 began as the previous years under the German occupation. When you weren't working, you were running around from one shop to another look-

ing for food. Fortunately, we could grow our own vegetables.

One bit of good luck made me happy. I passed a test as a fitter for the SNCF, French National Railroad, at the locomotive depot. They were hiring almost anyone then, even kids. I was 18. Leaving the small factory where I had been contented, I plunged into the black, smoky, dirty, noisy atmosphere of an engine depot. At first I felt lost, off balance, because the fitting shop didn't operate the same way as the factory did. Still I was glad to be there and to work on the locomotives I had watched so often as a boy. Too young to go out on the road, I worked in the maintenance shop.

1944 was a terrible year of bombings and air-raid alerts. The engines began to come back damaged by sabotage, derailment, and machine-gunning. Saddest of all, we learned sometimes that a crew had been killed in their cab. Often we saw traces of blood on the boiler—the blood of innocent men who had met death while doing their job on the engines. Then came 1945. Life was all but impossible during the last months of the war. Our depot superintendent was a German. If you didn't work real hard he would deport you or worse.

Then one bright, glorious day the depot was bombed, and we were liberated by the advancing American troops. Life began again. But we had no spare parts for locomotives. We had to cannibalize one damaged engine to repair another. The boilers were clogged with scale. That grim winter just about everything froze, but we worked joyously because the Nazis were gone.

The first 141R's arrived from the United States in the following months. Their stacks were shrouded and for a while they could not be moved. They were a lot like the Chicagos of World War I, the only improvement being the mechanical stoker. Fussy engineers weren't very happy about them. These locos would be pooled. A driver would no longer have his regular engine—"my engine," as they used to say. Then in 1946 the familiar types of French locomotives began coming back from the big shops, and engine crews were formed again.

Cleaning and washing were problems. Due to the scarcity of soap, it was difficult to wash my blue work clothes. At the village washhouse, my mother had her own washboard. Considerable grease stuck to my clothes, for I had to go from the smokebox to the stack, or get under a steam chest. By 1947, rationing was still in force, but we were recovering. Then my career on the road began. They taught me how to stoke a switch-engine on the night shift from 8 p.m. to 4 a.m. During the first week they didn't let me touch anything except to operate the coaling-crane, pass coal to the regular fireman, and empty the ashbox. I wasn't allowed to go near the fire.

At length I began firing over the road on both main and branch lines, sometimes a "rat-foot" (the 140E with the small wheels) and sometimes a 230 A0. engine. The firebox was too long and its door too narrow. Since green firemen did not know the road, our instructors made a point of telling us to start shoveling just ahead of a curve . . . so that when the engine lurched the scoops of the coal would not miss the firebox. That was a joke.

As a rule, the assistant superintendent assigned new firemen to the grumpiest engineers of all, the ones with a foul temper who could never keep regular firemen. Nothing ever seemed to be right for them; there was

Vitry once wanted to be a horticulturist and he still fusses around his engines as if they were flowers. Here he greases and oils the locomotive with tender care.

No hostler here. Vitry hoses out the ashpan of his loco before putting her away. Some 141R's arrived in France with Box-Pok drivers.

The 141R has a mechanical stoker, but fireman Brasseur pours on the diamonds anyway to bank his fire while Vitry glumly waits for a signal to highball. Engineer's goggles remind steam fans of long ago days when hogheads on our side of the water used them to keep the cinders out. This Mikado was near end of her long career. Note grimy dials and black brass.

too much steam, too much coal, or too much water. Some young firemen of my acquaintance were driven almost to tears by this treatment, and gave up, but I kept my head. I even liked the toil and grime, but I really sweated for a year to learn the fine art of keeping up a head of steam. During 1948 and 1949 I was up on the board as a fireman, still waiting for my official appointment. Meanwhile, I worked on the road, practically never with the same engineer, and things began to get better. The start of electrification of the Paris-Lyons line was a bitter pill to swallow, for it kept me off the seniority list until 1956. The 140E's could be used only on light local trains, so more and more 141R's came into our division; and thus 1949 went by.

Life brightened up considerably for me when I met Madeleine, the girl I was to marry. I told her straight away that I intended to spend my life on locomotives and what kind of family life she could expect: meals in a hurry, irregular hours, frustrating shopping problems when most stores would be closed, long lonely days, and so on—take it or leave it. She agreed to take it.

In 1950, the year of our wedding, the 141P's arrived. Even though each crew had its regular engine, we still preferred the 141R's. They weren't so complicated and were easier to stoke. In that year the route between Paris and Dijon was electrified. Then the old 231E's came from the southern lines in terrible shape. Their low-pressure steam chests were cracked, they soaked up water, and they had too little power because they were limited to 175 pounds of pressure; so they were used on locals. They couldn't start until you got the safety valve popping, but the engineers hated to hear steam blowing off because they were given bonuses when they saved on coal.

In 1951 the 231E's were replaced by 231D's with regular crews. Some of those engines slipped their drivers when they took out trains in the early morning dew or in the fall when wet leaves fell on the gleaming rails. Next year, the 140E's were pulled off to be scrapped.

Then came the 141E's, later mod-

ified as 141F's, rated at 65 miles per hour to work the express and mail trains. They ate up coal, drank great gulps of water, and were the meanest engines I have ever known. You needed 70 briquettes of coal just to get them up to working pressure at the start of a run. If the engineer failed to work his throttle all the time, shutting off on the down grades, the fireman couldn't keep up steam.

In 1953 disaster struck. I mean disaster from the viewpoint of steam enthusiasts like myself. The 150-hp railcars went into local passenger service, reducing the number of steam runs. One summer night we were called to haul an express with a 141F. The hot muggy weather almost got me down when I was building up the fire before we left. But we started out okay; and pretty soon a storm broke, with drenching sheets of rain. As we ran along at full speed, a warning signal dropped right on the nose of our locomotive. We reduced speed and then, a short distance away on a curve, we saw a bobbing red light. A man was trying desperately to stop us. Water running off the hills had washed down a great mass of sand, covering the track at least three feet thick! We just barely stopped in time to avoid a wreck. Today, every time I round that curve I can still see traces of the sand that could have been funereal for us.

It is sad to see locomotives battered by derailment at full speed. At Langeac I came upon the wreckage of a 141F. Elsewhere I saw the 241P wrecked on the Marseille-Lyon express at Bollene and a 231G lying on her side after Granges Bridge had been sabotaged, and on other occasions many additional pile-ups.

In 1954 more and more engines were taken out of service, so many that the following year I was downgraded to work in a track maintenance gang. We replaced ties, cleaned out the brambles along the right-of-way, and so on. What a comedown from riding proudly in engine cabs!

But I stuck it out. Later I went back to the shops. The depot looked forlorn and empty. Many firemen had left it to spend their careers driving electric locomotives. But around that time I got my appointment as a fireman, for which I had waited nine long years. In the old days, engine crews used to carry their food in a wooden box, I still have one, but I use it now to hold seeds for the garden. When I became a fireman, I bought a real leather bag, which I still have and take with me on every run.

In 1958 I was assigned to an engineer with whom I would fire for the next five years. We weren't very much alike but we were inseparable, on the engine or off it. If things were going right in the cab, we seldom had to talk to each other. Sometimes we knew right away that she wasn't pulling, and we were "mashing potatoes." That is a Frenchman's way of saying that you're not getting enough heat from your fire. There's only a thin layer of coal over the clinkers and the whole mess is heaving up and down like a plateful of mashed potatoes. Enginemen will understand what I mean.

My first son, Dominique, turned seven years old. When I rolled by on the line he would stand outside the house with his mother and wave to me. I answered with a toot on the whistle. Meanwhile, I had a few nasty scraps with my engineer, but once we got everything off our chests, we'd make it up over a drink. Since he was short and fat, he couldn't oil around inside the engine, which meant reaching over the wheels. So he'd lay out the oil cans on the apron over the brakeshoes and get the crank-heads into position and I would oil everything inside.

The railroad was stingy with its coal. Time and time again, I saw my engineer slip a few francs to the crane operator for an extra two or three tons of top grade in our tender. After I passed my rules test, I became a student engineer. Soon I was taken off the firemen's roster, and so we separated. When my engineer retired, I decorated the 141R for his last run. He has been in retirement for eleven years now. I often stop by to see him; we have much to talk about.

At length I started work as an engineer. At first I never had the same fireman from one run to the next. So I had to be diplomatic, especially with coal-heavers who were much older than I. Time and time again I had to set things right when we were "mashing potatoes" and the steam pressure was dropping. I would grab the shovel and clinker hook and work with them until I got the water back into the tube on the cab gage and the steam pressure needle was up again where it belonged. We were using Pacifics then, 231G's and 231H's, but they weren't our regular engine power.

Meanwhile, Dominique was growing up. He walked along the main highway to school. Every morning he'd start early so he could watch the express go by, and for three years he wrote down in a notebook the number of every locomotive he saw. Finally, a railcar replaced the express, and that ended his notations.

After two years as a student engineer, I was promoted to the throttle and was offered a regular fireman. The office gave me a choice of three. This embarrassed me because no one else wanted any of them; but I picked a young man who was mule-headed and quick-tempered but always on time

Vitry, at throttle, backs loco into roundhouse area at Corbeil while fireman Jacques Brasseur cleans fire, ending a day's trip.

End of the run. Vitry adds his own observations to the engine's log while fireman Brasseur shakes the coal dust from his hair. Behind Brasseur's head a marker indicates that the water was chemically treated to prevent formation of scale. The process was developed by Louis Armand, who later became head of the French Railway system and director of Euratom, European atomic energy, among others.

and neat in his engine work. It took me more than a year to get used to him. We stayed together five years.

The first watch I used as an engineer is heavy and has a tiny locomotive picture on the dial. It's an obsolete model now, but many a collector would pay a lot for it. Today, of course, I use a wrist watch.

In 1956, when we moved into our new house at Amilly in the Loing River Valley, Dominique and my second son Pierre slept in a room on the north side. Time and time again the older boy would get up in the middle of the night to see the locomotives. When he slept with the windows open he could hear the bell ringing at the crossing and, a few seconds later, the sound of exhuast as the train stormed through our valley. Dominique could tell from the sound whether it was a 141R 1200, a 231H or, near the end of the steam era, a 241P.

Three years ago, while the diesel 72,000's were hauling the Friday night express, a 241P, the last such steamer in service, was still used on the extra. We would be eating dinner when she was due. It might be raining or freezing outside, but the kitchen window would be wide open and Dominique would be listening to the last of the 241P's battling up that 20-mile grade with 650 tons.

In September, 1968, we heard her farewell on the last Friday night of the summer schedule. She was hauling her final train through the night. Two days later I saw her in the big depot, her boiler drained and still lukewarm, a big cross chalked on her tender. The end had come. But we will be able to see one again in the railroad museum that is being opened: one 241P saved from the blow-torch. Meanwhile, the thunder of a steam locomotive climbing that grade has become so rare that while we are at home we bring out our railroad sound records and listen to them.

In 1967 I made a bet that I could go through Malesherbes station at 40 miles an hour with 990 tons. It was a pleasant summer evening in August, and I was lucky. No water was blowing out the stack, we had full tonnage, and we didn't stop at Maisse. Hitting grade in Boigneville at 45, I gradually worked the reverse gear to lengthen the valve travel and opened the throttle. There was no wheel slip on the hill, but what an echo the exhaust made off the rocks! With no signal against us on the hilltop, we ran through Malesherbes with a horrible racket, the water pump and the injector hardly going—and I won my bet. Incidentally, I had put some broomsticks aside, and just beyond the station I shoved them into the firebox. The fireman I had that day still talks about our display of fireworks!

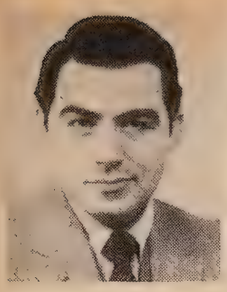
At length in 1968 all of the 231G's, the 231H's, the 141P's, and the 241P's were taken off the active list in the depots and were parked on sidetracks to be scrapped. By that time, I had three sons. The boys and I made the rounds of auction sales, junk dealers, and second-hand shops, salvaging whatever we could of steam engine relics.

In 1970, along with the other engineers, I had to take courses in diesel operation. Everything was changed. None of us have a regular fireman any more. At the end of December, we were still 95 percent steam; but the following January our motive power was about 98 percent dieselized. Today, many old steam locomotive depots are empty and silent. Our railroads no longer use steam power.

The last steam passenger run in southeastern France may have been the doubleheaded excursion to Grenoble that, at this writing, was being planned for May 14th by the Lyon Model Railway Association.

Thus I have summarized my 31 years of steam. What will the next few years bring, and the easy years if I am lucky enough to enjoy a pension? Then with my wife, the boys, and our friends, I will try to bring trains back to life at home. And we will end up in the house that I've bought on the old grade crossing that has been closed, not far from the one near my late grandfather's house.

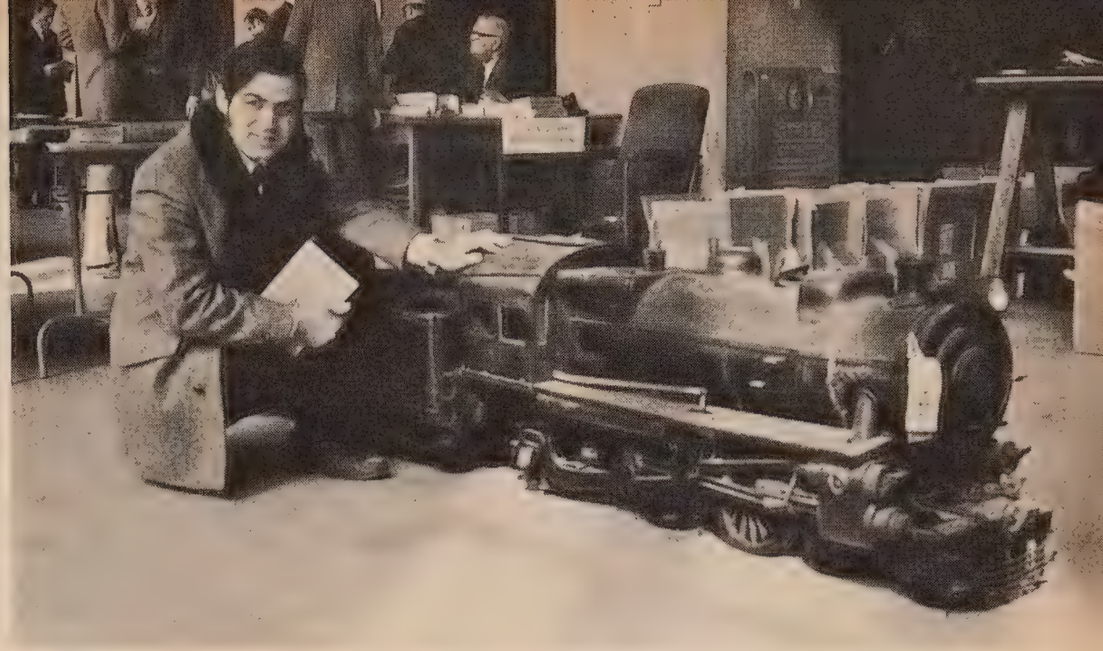
There we will watch the trains go by as I did in my childhood, and I will work with flowers and vegetables in the garden as my grandfather did. But I will always miss the mighty throbbing pulse of steam locomotives. ●



IN SEARCH OF STEAM

Mike Eagleson

LOUISVILLE & NASHVILLE steam may be running again. Sounds too good to be true, but Pacific No. 152 (Rogers, 1905) is being rebuilt by her owner, the Kentucky Railway Museum, P.O. Box 295, Louisville, Ky. 40201. A small engine as 4-6-2's go, she would be excellent for a tourist road or small day-long excursions on a main line. The museum's treasurer, Paul Willenbrink III, sends this good news.



Mike Eagleson with wooden and metal model of Pennsy No. 6064 E-6 class 4-4-2. Non-operating live-steamer Atlantic was sold in Philadelphia auction for about $5,000.

NIGERIAN RAILWAY at Lagos, Nigeria, Africa, is fast approaching dieselization, writes R. J. Lusk, 53 Carney Ave., Moncton, N.B., Canada. The Montreal Locomotive Works has just received its order for 54 diesels. The steam roster as of July, 1971, comprised of 164 mainline and 48 shunting locos: No. 101, River class, 2-8-2, 119; No. 517, Garett class, 4-6-2+2-6-4, six; 606 class, 2-8-0, 23; and 751 class 2-8-2, sixteen.

A 1939 HENSCHEL has been restored to operation by James L. Ehernberger, P.O. Box 265, Cheyenne, Wyo. 82001, assisted by other dedicated fans. She was first re-steamed last November 14th, after the rebuilding. She runs on 150 pounds of steam pressure at a farm near Boulder, Colo. (the city in which all *Railroad Magazine* subscriptions are handled), along with another two-footer.

ITALY still has active steam for those who know where to find it. Near Simplon Tunnel you can see some at Domodossola. Here, high-drivered 2-6-0's work local passenger trains. Small 0-6-0T and 0-4-0T goats switch almost everywhere in the country. On the outskirts of Rome, 2-8-0's wheel freights, while in Bomarzo 2-8-0's highball passenger trains. Pisa has a large engine terminal with 0-6-0T's and 2-8-0's. If you go to Italy, don't miss it!

CANADIAN RAILWAY MUSEUM, a great and relatively new institution, will operate its new standard-gage 1840-looking steamer named *John Molson* on these week-ends: June 25-26, July 2-3, Aug. 12-13, Sept. 3-4, and Oct. 8-9. When you get to Montreal, phone the museum regarding operation, 632-2410. This beautiful setup, located 8 miles from downtown Montreal, is open every day from May 15th to Sept. 6th and on week-ends during September and October. Thanks to C. Stephen Cheasley of the museum for this news.

MAYBE you recall that in 1925 the Reading Company built a handsome full-size replica of 4-6-2 steam locomotive No. 134 almost entirely of wood. She was very realistic and took part in the Miss America pageant on the boardwalk at Atlantic City, N.J. Who knows what became of her?

AT LAST the University of Washington State has made up its mind on disposal of the *Kosmos* 2-6-6-2, No. 11, which has been displayed on the campus for 10 years but is now said to be an obstruction in the way of future construction work there. This Mallet has been donated to the State of Washington. Current plans call for her to be moved to Lake Sammamish State Park as part of a railroad history center.

THE FORMER Wanamaker, Kempton & Southern 2-6-2 No. 25 (ex-Bonhomie & Hattiesburg Southern) has been sent to the Strasburg Rail Road shops for repair. Soon she will go to the Boston & Maine's Wolfeboro branch in the Lake Winnepesaukee area of New Hampshire for excursions, reports L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603. As replacement for the WK&S Prairie type an 0-6-OST, No. 65 (Porter, 1929, No. 7161) has been removed from atop the Safe Harbor Water Corporation's power dam at Safe Harbor, Pa., where she was displayed. This engine, together with an 0-4-0T from Potomac Edison at Hagerstown, Md., will be the WK&S's new motive power.

Another former B&HS engine, 2-8-2 No. 300, has been sold by her owner, Fred Kepner, to a railfan group in Montgomery, Ala., for operation on a newly-acquired branch line.

BESIDES being president of the Southern Railway, W. Graham Claytor, Jr., is one of this magazine's *Interesting Railfans* (Feb. '70) and a member of the Tennessee Valley Railroad Museum. Last year, relates the TVRM publication, he took time from his principal job to think through what was needed to improve feedwater pumping on his steam locomotives. He concluded that the so-called "non-lifting" type injector was more suitable than the types now installed and instructed that one be placed on each engine. Bill Purdie reports that on a recent test the new injector worked like a dream!

A THRESHERMAN's association at Fargo, N.D., and Morehead, Minn., apparently has the inside track to get the former Soo Line's 0-6-0 No 353, which served for years at Koppers Coke plant at Minneapolis. The group is reported to have bought the yard goat for around $6,000.

TRINITY Valley Railfans, Inc. in Texas, recently got a welcome assist from Tennessee Valley Railroad Museum and the Southern Railway recently when their steam loco needed some hard-to-find parts. Their Baldwin Mogul 208 had worn out its metallic piston rod packings and they couldn't find replacements anywhere. Southern's Bill Purdie invited TVRM to look through his stock of spare parts in Birmingham. The part was found and shipped to Texas.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

THE YELLOW MAIL STORY

A Fiction Classic by Frank H. Spearman

NO OTHER engineer on the division dared talk to Doubleday, the master mechanic, the way Jimmie Bradshaw talked. But Jimmie had a grievance and it made him nervous. Ninety-six years! It seemed a good while to wait; yet in the regular course of events on the Mountain Division there appeared no earlier prospect of his getting a passenger run.

"Got your rights, ain't you?" said Doubleday.

"I have and I haven't," grumbled the redheaded Jimmie. "There's younger men than I am on the fast runs."

"They got in on the strike; you've been told that a hundred times. We can't get up another strike just to fix you out on a fast run. Hang on to your freight."

Then Jimmie would walk off very warm, and when he got into the clear with himself, he would say things about Doubleday that needn't be printed. The trouble was that no one on the division would take Jimmie seriously. He felt that his life's ambition would never be fulfilled, that he would go plugging to gray hairs and the grave on an old freight train.

When the first rumors about the proposed *Yellow Mail* reached the mountains, Jimmie was running a new ten-wheeler; breaking her in on a freight "for some fellow without a lick o' sense to use on a limited passenger run," he observed bitterly. The rumors about the mail came at first like stray mallards, opening signs of winter, and as the season advanced flew thicker.

Washington never was very progressive in the matter of improving the transcontinental service, but once by mistake they put in a Postmaster General down there who wouldn't take the old song. When the bureau fellows told him it couldn't be done, he smiled softly and sent for the managers of the crack lines across the continent, without suspecting how it bore incidentally on Jimmie Bradshaw's old grievance against his master mechanic.

The Postmaster General called the managers of the big lines, and they had a dinner at Chamberlain's, and they told him exactly the same thing.

"It has been tried," they said in the tired way. "Really, it can't be done."

"California has been getting the worst of it for years on the mail service," the Postmaster General said moderately. "But Californians should have the best of it. We don't think anything about putting New York mail in Chicago in twenty hours. It ought to be simple to cut half a day across the continent and give San Francisco her mail a day earlier. Where's the falldown?" he asked.

"West of the Missouri," murmured a Pennsylvania brass collar. Everybody at the table took a drink on that, except the general manager who sat at that time for the Rocky Mountains.

THERE was never a conference of transcontinental lines in which we were not scoffed at as a weak link in the chain of everything: mail, passenger, specials, what not—the trouble was invariably laid at our door. But this time a new man was sitting for the line at the Chamberlain dinner; a youngish man with a face that set like cement when the West End was trod on.

The Postmaster General was inclined, from the reputation we had, to look on our man as one looks at a dray horse in a bunch of standard-breds. But something in the mouth of the West End man gave him pause.

"Why west of the Missouri?" our general manager asked. The Pennsylvania man shrugged his brows; to explain might have seemed indelicate.

"If it is put through, how much of it do you propose to take yourself?" inquired our man, looking evenly at the Allegheny official.

"Sixty-five miles an hour, including stops from the New York postoffice to Canal Street," replied the Pennsylvania man.

"What do *you* take?" continued the man with the jaw, turning to the Burlington representative, who was struggling, belated, with an artichoke.

"About 70 from Canal to Tenth and Mason. Say, seventy," repeated the "Q" manager, with the lordiness of a man who has miles to throw at almost anybody, and knows it.

"Then suppose we say 65 from Tenth and Mason to Ogden," suggested the West Ender.

There was a well-bred stare the table around, a lifting of glasses to mask expressions that might give pain. Sixty-five miles an hour? Through the Rockies?

The Postmaster General struck the table quick and heavily. "Why, hang it, Mr. Bucks," he exclaimed, "if you will say 60, the business is done. We don't ask you to do the Rockies in the time these fellows take to cut the Alleghenies. Do 60, and I will put mail in Frisco a day earlier every week."

"Nothing on the West End to keep you from doing it," said General Manager Bucks. He had been promoted then only about six months. "But—"

Everyone stared at the young manager. The Pennsylvania man looked with confidence, for he suspected there must be a string to such a proposition.

"But what?" asked the Cabinet member.

"We are not putting on a 65-mile schedule just because we love our country, you understand, nor to heighten an already glorious reputation. Oh, no," smiled Bucks faintly, "we are doing it for 'the stuff.' You put up the money, we put up the speed. Not 60 miles, but sixty-five—from the Missouri to the Sierras. No, no more wine. Yes, I will take a cigar."

THE TRADE was on from that minute. Bucks said no more then; he was a good listener. But next day, when it came to talking money, he talked more money into the West End treasury for one year's running than was ever talked before on a mail contract for the best three years' work we ever did.

When they asked him how much time he wanted to get ready, and told him to take plenty, three months was stipulated. The contracts were drawn, and they were signed by our people promptly because they knew Buck.

But while the preparations were being made for the fast schedule, the Government weakened on signing. Nothing ever got through a Washington department without hitch, and they said our road had failed so often on projects comparable to this one that they wanted a test.

There was a deal of wrangling; then a test run was agreed on by all the roads concerned. If it proved successful, if the mail was put to the Golden Gate on the second of the schedule, it would justify the heavy premium asked for the service.

We said nothing for publication, but under Buck's energy we sawed wood for three whole months. Indeed, three months goes as a day getting a system into shape for an extraordinary schedule. Success meant with us prestige; but failure meant obloquy for the road and for our division chief who had been so lately called to handle it.

The real strain, it was clear, would come on his old, the Mountain Division; and to carry out the point, rested on the Motive Power Department of the Mountain Division; hence, concretely, on Doubleday, master mechanic of the hill country.

In thirty days, Neighbor, the superintendent of motive power, called for reports from the division master mechanics on the preparations for the *Yellow Mail* run, and they reported progress. In sixty days he called again. The subordinates, except Doubleday, reported well. Doubleday said merely, "Not ready." He was busy tinkering with his engines.

There was a third call in eighty days, and on the eighty-fifth a peremptory call. Everybody, except Doubleday, said, "Ready." When Neighbor remonstrated sharply he would say only he'd be ready in time. That was the most he'd promise, though it was generally understood that if he failed to deliver the goods he would have to make way for somebody who could.

The Plains Division was marked up for 70 miles an hour, and if the truth were told, a little better. But, with all the help they could give us, it still left 60 for the mountains to take care of, and the *Yellow Mail* proposition was conceded to be the toughest affair the Motive Power Department at Medicine Bend had ever faced.

Forty-eight hours before the mail left the New York post office, Doubleday wired to Neighbor, "Ready"; Neighbor to Bucks, "Ready"; and Bucks to Washington, "Ready." Thus we were ready from end to end.

Then the orders began to shoot through the mountains. The test run was of especial importance, because the signing of the contract was believed to depend on its success. Once signed, accidents and delays might be explained, but for the test run there must be no delays. Dispatchers were given the eleven, which meant Bucks; no layouts, no slows for the *Yellow Mail.* Roadmasters were notified: no track work in front of the *Yellow Mail.* Bridge gangs were warned, yardmasters instructed, section bosses cautioned, trackwalkers spurred. The whole system was polished like a barkeeper's diamond, and swept like a parlor car for the test flight of the *Yellow Mail.*

DOUBLEDAY, working like a boiler-washer, spent all day Thursday and all Thursday night in the roundhouse. He had personally gone over the engines that were to take the racket in the mountains. Ten-wheelers they were, the 1012 and the 1014, with 56-inch drivers and cylinders big enough to sit up and eat breakfast in. Spick and span both of them, just long enough out of the shops to run smoothly to the work. Then on Friday, Oliver Sollers, who, when he opened a throttle, blew miles over the tender like feathers, took the 1012, groomed like a mare for a horse show down to Piedmont for the run up to the Bend.

Now Oliver Sollers was a runner in a thousand, and steady as a clock; but he had a fireman named Steve Horigan who couldn't stand prosperity. The glory was too great for Steve, and he spent Friday night in Gallagher's gin mill celebrating, telling the boys what the 1012 would do to the *Yellow Mail.* Not a thing, Steve claimed after five drinks, but pull the stamps clean off the letters the minute they struck the foothills.

But when Steve showed up at 5 a.m. to superintend the movement, he was seasick, and Sollers objected to taking him out. Mr. Sollers was not taking unnecessary chances on one of Bucks' personal matters; and for the general manager the *Yellow Mail* test had become exceedingly personal. Practically everybody East and West had said it would fail; Bucks said no.

NEIGHBOR himself was on the Piedmont platform that morning, watching things. The McCloud dispatchers had promised the train to our division on time, and her smoke was due with the rise of the sun.

The big superintendent of motive power, watching anxiously for her arrival and planning anxiously for her outgoing, glared at the bunged fireman in front of him. When Sollers protested, Neighbor turned on the swollen Steve with sorely bitter word. Steve swore mightily that he was fit and could do the trick—but what's the word of a railroad man who drinks?

At that moment they heard a shout down the platform. In the east the sun was breaking over the sandhills, and below it a haze of black thickened the horizon. It was McTerza with the 808 and the *Yellow Mail.* Neighbor looked at his watch: she was, if anything, a minute to the good. Before the car tinks could hustle across the yard, a streak of gold cut the sea of purple alfalfa in the lower valley, and the narrows began to smoke with the dust of the race for the platforms.

When McTerza blocked the big drivers at the west end of the depot, every eye was on the new equipment. Three standard Railway Mail cars, done in varnished buttercup, strung out behind the sizzling engine, and they looked pretty as cowslips.

While Neighbor vaguely meditated on their beauty, Jimmie Bradshaw, just in after a night run down from the Bend, walked across the yard. He had seen Steve Horigan making a "sneak" for the bath-house, and from the yard gossip Jimmie guessed the rest.

"What are you looking for, Neighbor?" asked Jimmie.

"A man to fire for Sollers—up. Do you want it?"

Neighbor threw it at him cross and carelessly, not having any idea Jimmie was looking for trouble. But Jimmie surprised him.

"Sure, I want it. Put me on. Tired? No, I'm fresh as rainwater. Doubleday wouldn't give me a fast run in a hundred years."

There wasn't much time to look around. The 1012 was being coupled on to the mail for the hardest run on the line.

"Get in there, you idiot," Neighbor roared at Jimmie. "Get in and fire her; and if you don't give Sollers 210 pounds every inch of the way I'll set you back wiping."

JIMMIE winked furiously, but lost no time climbing in. The 1012 was drumming then at her gage with better than 200 pounds. Adam Shafer, conductor for the run, ran backward and forward a minute examining the air. At the final word from his brakeman

he lifted two fingers at Sollers; Oliver opened a notch, and Jimmie Bradshaw stuck his head out the gangway.

Slowly, but with swiftly rising speed, the yellow string began to move out through the long lines of freight cars that blocked the spurs. Those who watched that morning from the Piedmont platform thought a smoother equipment than Bucks' mail train never drew out of the mountain yards.

Young Bradshaw jumped at the work in front of him. He had never before lifted a pick in as swell a cab. The hind end of the 1012 was big as a private car. Jimmie had never seen so much play for a shovel in his life, and he knew the trick of his business better than most men even in West End cabs, the trick of holding the high pressure every minute, of feeling the drafts before they left the throttle.

As Oliver let the engine out very, very fast, Jimmie Bradshaw sprinkled the grate bars craftily and blinked at the shivering pointer, as much as to say: "It's you and me now for the *Yellow Mail,* and nobody else on earth."

A long reach of smooth track lay in front of the foothillls. It was there the big start had to be made, and in two minutes the bark of the big machine had deepened to a chest tone full as thunder. It was all fun for an hour, for two hours.

Then the ambitious fireman realized what the new speed meant: the sickening slew, the lurch on lurch so fast that the engine never righted, the shortened breath along the tangent, the giddy roll to the elevation and the sudden shock of the curve, the roar of the flight on the car, and, above and over it all, the booming purr of the maddened steel.

When they struck the foothills, Sollers and Jimmie Bradshaw glanced at their watches and looked at each other like men who had turned their backs on every mountain record. There was a stop for water—speed drinks so hard —an oil round, an anxious touch on the journals; then the *Yellow Mail* drew reeling into the hills. Oliver eased her just a bit for the heavier curves; but for all that, the train writhed frantically as it cut the segments, and the men thought of the mountain curves ahead.

The worst of the run lay ahead of the pilot, because the art in mountain running is not alone or so much in getting *up* hill; it is in getting *down* hill. But by the way the *Yellow Mail* got that day up hill and down, it seemed as if Steve Horigan's dream would be realized, and the 1012 actually would pull the stamps off the letters. Before they knew it, they were through the gateway, out into the desert country, and up along the crested buttes.

THEN, sudden as eternity, the wheel-base of the 1012 struck a tight curve, a pentdown rail sprang out like a knitting-needle, and the *Yellow Mail* shot staggering off track into a gray borrow-pit!

There was a crunching of truck and frame, a crashing splinter of varnished cars, a scream from the wounded engine, a cloud of gray ash in the burning sun, and a ruin of human effort in the ditch. In the twinkle of an eye the mail train lay spilled on the alkali, and for a minute it looked desperate bad for the general manager's test.

Hardly more than a minute passed. Then like ants out of a trampled hill men began crawling from the yellow wreck. There was more—there was groaning and worse, yet little for so frightful a shock. And first on his feet, with no more than scratches and the quickest back under the cab after his engineer, was Jimmie Bradshaw, the fireman.

Sollers, barely conscious, lay wedged between the tank and the footboard. Jimmie, all by himself, eased him away from the boiler. The conductor stood with a broken arm directing his brakeman how to chop a crew out of the head mail car, and the hind crews were getting out unaided.

There was a quick calling back and forth, and the cry, "Nobody killed!" But the engineer and the conductor were put out of action. There was, in fact, only one West End man unhurt—Jimmie Bradshaw.

The first wreck of the fast mail—there have been worse since—took place just east of Crockett's siding. A westbound freight lay at that moment on the passing track waiting for the mail. Jimmie Bradshaw, the minute he righted himself, cast up the possibilities of the situation.

BEFORE the freight crew had reached the wreck Jimmie was hustling ahead to tell them what he wanted. The freight conductor demurred; and when they discussed it with the freight engineer, Kingsley, the runner objected.

"My engine won't stand it; it'd pound her to scrap," he argued. "I reckon the safest thing to do is get orders."

"Get orders!" stormed Jimmie Bradshaw, pointing at the wreck. "Get orders! Are you running an engine on this line and don't know the orders for those mailbags? The orders is to move 'em! That's orders enough. Move 'em! Uncouple three of those empty boxcars and hustle 'em back. By the Eternal, any man who interferes with moving this mail will get his time, that's what he'll get. That's Doubleday, and don't you forget it."

"Bucks wants the stuff hustled," put in the freight conductor, weakening before Jimmie's eloquence. "Everybody knows that."

"Uncouple there!" cried Jimmie, climbing into the Mogul cab. "I'll pull the bags, Kingsley; you needn't take any chances. Come back there, every mother's son of you, and help on the transfer."

He carried his points with a gale. He was conductor and engineer and general manager all in one. He backed the boxes to the curve below the spill, and set every man at work piling the mail from the wrecked train to the freight cars. Jimmie moved the mail. Only one thing turned his hair gray; the transfer was so slow, it threatened to defeat his plan.

As he stood fermenting, a stray party of Sioux bucks on a vagrant hunt rose out of the desert passes, and halted to survey the confusion. It was Jimmie Bradshaw's opportunity. He had the blanket men in council in a trice. They talked for one minute; in two, he had them regularly sworn in and carrying the second-class mail.

The registered stuff was zealously guarded by those of the mail clerks who could still hobble—and who, head for head, leg for leg, and arm for arm, can stand the wrecking that a mail clerk can stand.

The mail crews took the registered matter; the freight crews and Jimmie, dripping sweat and anxiety, handled the letter-bags; but second- and third-class were temporarily hustled for the Great White Father by his irreverent children of the Rockies.

BEFORE the disabled men could credit their senses the business was done. They were made as comfortable as possible, and, with the promise of speedy aid back to the injured, the *Yellow Mail,* somewhat disfigured, was heading again westward in the boxcars! This time Jimmie Bradshaw for once in his life had the coveted fast run, and till he sighted Fort Rucker he never for a minute let up.

Meantime, at Medicine Bend, a desperate crowd gathered around the dis-

patcher. It was an hour and twenty minutes after Ponca station reported the *Yellow Mail* out, before Fort Rucker, eighteen miles west, reported the boxcars and Jimmie Bradshaw in, and followed with a wreck report from the Crockett siding.

When that end of it began to tumble into the Wickiup office, Doubleday's face turned hard. Fate was against him, the contract gone glimmering, and he didn't feel at all sure his own head and the roadmaster's wouldn't follow it.

Then the Rucker operator began again to talk about Jimmie Bradshaw. "Who's Bradshaw?" asked somebody; and Rucker went on excitedly with the story of the Mogul and of three boxcars, and of a war party of Sioux squatting on the brake-wheels. It came so mixed that Medicine Bend thought everybody at Rucker station had gone crazy.

While they fumed, Jimmie Bradshaw was speeding the mail through the mountains. He had Kingsley's fireman, big as an ox and full of his own enthusiasm. In no time they were flying across the flats of the Spider Water, threading the curves of the Peace River, and hitting the rails of the Painted Desert, with the Mogul sprinting like a Texas steer and the boxcars leaping.

Up hill and down, curve and tangent, it was all one. There was speed made on the plains with that mail, and there was speed made in the foothills with the fancy equipment, but never the speed that Jimmie Bradshaw made when he ran the mail through the gorges in three boxcars. Frightened operators and paralyzed station agents all the way up the line watched the fearful and wonderful train, with Bradshaw's red head sticking out of the cab window, shiver the switches.

MEDICINE BEND couldn't get the straight of it over the wires. There was an electric storm in the mountains, and the wires went bad in the midst of the confusion. They knew about the wreck, and understood there was mail in the ditch. With Doubleday frantic, the dispatchers were trying to get the track to run a train down to Crockett's.

But Jimmie Bradshaw had asked at Rucker for rights to the Bend, and in an ungarded moment they had been given; after that it was all off. Nobody could get action on Jimmie Bradshaw. He took the rights, and stayed not for stake nor stopped not for stone.

In thirty minutes the operating department were wild to kill him, but he was making such time that they agreed to humor the lunatic rather than to hold him up anywhere for a parley. When this was decided Jimmie and his war party were already reported past Bad Axe, fifteen miles below the Bend, with every boxcar truck smoking!

The Bad Axe run to the Bend was never done in less than fourteen minutes until Bradshaw that day brought up the mail. Between those two points the line is modeled on the curves of a ram's horn, but Jimmie with the Mogul found every twist on the right-of-way in eleven minutes—and that particular record is good yet.

Indeed, before Doubleday, then in a frenzied condition, got his cohorts fairly on the platform to look for Jimmie, the hollow scream of the big freight engine echoed through the mountains. Shouts from below brought the operators to the upper windows.

As the stubby string of freight cars slewed quartering into the lower yard, the startled officials saw them from the Wickiup windows wrapped in a stream of flame. Every journal was afire, and the blaze from the boxes, rolling into the steam from the stack, curled hotly around a bevy of Sioux Indians, who clung sternly to the footboards and brakewheels on top of the boxcars.

It was a ride for the red men that is told around the council fires yet. But they do not always add in their traditions that they were hanging on, not only for their life, but likewise for a butt of plug tobacco promised for their timely aid at Crockett siding.

BY THE TIME Jimmie slowed up his astounding equipment the fire brigade was on the run from the roundhouse. The Sioux warriors climbed hastily down the fire escapes, a force of bruised and bareheaded mail clerks shoved back the boxcar doors and the car tinks tackled the conflagration.

Jimmie Bradshaw, dropping from the cab with the swing of a man who has done a trick, waited at the gangway for the questions. For a minute they came hot.

"What the hell do you mean by bringing in an engine in that condition?" choked Doubleday.

"I thought you wanted the mail?" winked Jimmie.

"How the devil are we to get the mail with you blocking the track two hours?" demanded Callahan, insanely.

"Why, the mail's here, in these boxcars," answered Jimmie Bradshaw, pointing to his bobtail train. "Now don't look daffy like that. Every sack is right here. I thought the best way to get the mail here was to bring it. Hm? We're forty minutes late, ain't we?"

Doubleday waited to hear no more. Orders flew like curlews from the superintendent and the master mechanic. They saw there was a life for it yet. Before the fire brigade had done with the trucks a string of new mail cars was backed down beside the train. The relieving mail crews waiting at the Bend took hold like cats at a pudding, and a dozen extra men helped them sling the pouches.

The 1014, blowing porpoisewise, was backed up just as Benedict Morgan's train pulled down for Crockett's siding. The *Yellow Mail,* rehabilitated, rejuvenated, and exultant, started up the gorge for Bear Dance, only fifty-three minutes late, with Hawksworth in the cab.

"And if you can't make that up, Frank, you're no damned good," Doubleday sputtered.

Frank Hawksworth did make it up, and the *Yellow Mail* went on and off the West End on the test, and into the Sierras for the coast—*on time!*

MEANWHILE, Jimmie Bradshaw spoke up. "There's a butt of plug tobacco and transportation to Crockett's coming to these bucks, Mr. Doubleday," he wheezed uncertainly, for with the wearing off of the strain came the idea to Jimmie that he might have to pay for it himself. "I promised them that," he added, "for helping with the transfer. If it hadn't been for the blankets we wouldn't have got off for another hour. They chew Tomahawk, rough and ready preferred, Mr. Doubleday. Hm?"

Doubleday was looking off into the yard. "You've been on a freight run some time, Jimmie," said he tentatively.

The Indian detachment was crowding in pretty close on the redheaded engineer. He blushed. "If you'll take care of my tobacco contract, Doubleday, we'll call the other matter square. I'm not looking for a fast run as much as I was."

"If we get the mail contract," resumed Doubleday reflectively, "and it won't be our fault if we don't—hm?—we may need you on one of the runs. Looks like you ought to have one."

The Indians got their leaf; Bucks got his contract, and Jimmie Bradshaw got the pick of the runs on the *Yellow Mail.*

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

Pennsy 9478 just west of Golden Triangle, Pittsburgh, enrocte to Conway in'57.
Photograph by Jim Edmonston

KENTUCKY RAILROAD MUSEUM at Louisville has received No. 32, the Monon's last BL-2. Actually, she had been stored idle for many months at Lafayette, Ind., and when the Louisville & Nashville took over the Monon the 1948-model veteran was promised to the museum. On St. Patrick's Day she was officially "put out to pasture." Preserved in her original black-and-gold scheme, she is displayed in company with such notables as an L&N E-6A, No. 770, an L&N 4-6-2 steamer, and a Chesapeake & Ohio 2-8-4 (Kanawha type) steamer. Monon 32 is the only BL-2 saved from the blow-torch. Only Western Maryland and Bangor & Aroostook have active units. The Monon prime mover is in good shape externally; no motors.

DICK SIEVERS, my very reliable "man in Southern Pacific country," reports that SP recently ran a cost study on the famous Fairbanks-Morse Trainmasters it uses in commuter service out of San Francisco, and the results are discouraging. The road figures it costs $48,000 to operate one unit for two years, which is much too high. So as the TM's come up for repairs they will be retired, not rebuilt as we had hoped. Thus the last intact fleet of TM's (16, including two ex-FM demos) faces oblivion. Replacements will be rebuilt SD-7's and SD-9's. Boiler-equipped GP-9's now in service, Nos. 3000-3005 and 3010, have been joined by 3006, 3007, and 3009 from the Los Angeles commute pool. The SP's figures on a rebuilt SD-9 are $28,000 over two years. If you aim to photograph any of these "period pieces" you'd better do it now.

In other SP news, all of the new SD-45-T-2's—the special "tunnel" designs, Nos. 9157-9240—will be assigned to Roseville, Calif., for work over Donner Summit. Older SD-45's will be released and sent to the L.A. freight pool. U-25B's (Nos. 6700-6767) are being overhauled and rewired at Sacramento. Cotton Belt FP-7 No. 6462 and SP No. 1031 (Alco S-3) have been retired.

NORFOLK & WESTERN has rebuilt two ex-Virginian Trainmasters into C-C "slugs" for hump service. H-24-66's Nos. 165 and 152 were converted into slugs 9900 and 9901, both for use at Bellevue, Ohio. The N&W anticipates that more slugs will be built for other heavy-service yards. Probably, and most regrettably, from other Trainmasters.

Oversimplified, a "slug" is a weighted set of traction motors designed to provide more tractive force when used with a parent locomotive. There is no prime mover. Electrical power is drawn from the parent. Slugs are usually stripped-down bodies weighted with concrete, generally utilizing the trucks and traction motors from the converted unit. They differ from "calves" or B units in that they provide no extra horsepower, having no engines of their own.

Slugs have been working in yards and on humps since 1917, when the Butte, Anaconda & Pacific began operating three in multiple with electrics. Now, slugs for road haul are arriving. Chicago & North Western pioneered these in 1969, and now General Electric offers its "Mate" units for use with "U-boats," also EL and Erie.

SCL has purchased Mates. Others with slugs include the Alaska, L&N, Kansas City Southern, Santa Fe, N&W, Southern, Milwaukee, Western Maryland, and Richmond, Fredericksburg & Potomac. The Denver & Rio Grande Western had a "hump trailer" stored at Grand Junction, Colo., two years ago, and New York Central had some hump trailers (DHT's) made from old box-cab electrics and early diesels. None survived the Penn Central merger.

I LEARN from Roderic E. Righter, 1383 Yorkshire Street, Birmingham, Mich. 48008, that while he was passing the Elgin, Joliet & Eastern yards in Joliet, Ill., the other day he spotted EJ&E No. 722, the road's last original DT-6-6-20, standing dismally in the weeds with both hoods off and on the ground. It is either being scrapped or stripped for parts. Gone forever are its glory days.

PETE RICKERSHAUSER'S item on the Columbus & Greenville in our April department evoked many comments. A wealth of information sent to me adds to his report. The consensus is that all five vintage Baldwin road-switchers (see roster) will be around for quite a while yet, due to track restrictions. Mike Eagleson will be interested to learn that the steam engine on the property is 4-6-0 No. 178, to be restored and donated to the city of Columbus, Ga. The following roster was compiled by A.L. Goodman III, P.O. Box 561, Starkville, Mississippi:

41, 42, 65-ton Whitcomb centercabs, ex-US Army 178, 4-6-0, stored at Columbus, donated to Columbus.

601-605, Baldwin DRS-6-4-15, 1500 hp RS. No. 602 wrecked 12/61, in Columbus is stripped for parts.

606, Baldwin AS-416, 1600 hp

701-702, EMD SD-28, 1800 hp, both wrecked 12/71; at this writing at IC Shop, Paducah, Ky., for repair.

Leased units are Illinois Central 603, 613, 615, EMD, SW-1, 600 hp.

Milwaukee No. 2126 shows winterized cab and one intake blanked on a day in August, 1956. Location of picture unknown.
Jim Edmonston collection

According to Harold O. Holliman, 1934 Idlewild Dr., Greenville, Miss. 38701, the two Whitcombs are on their last legs but continue to switch at Greenville and Greenwood. An Illinois Central SW-1 is switching at Columbus, while two are used on the Greenville, Indianola train and the Greenwood-Indianola train. No. 606 operates between Columbus and Eupora. Nos. 601, 603, 604, and 605 work in pairs between Greenwood and Columbus.

WORD comes from Thomas J. Koller, 1861 S. Broadway, Denver, Colo. 80210, that Dick McKinley of Denver has bought the original *Nebraska Zephyr* train-set and is presently having it restored at the Burlington Northern passenger depot in that city. For power, Dick purchased Seaboard Coast Line No. 501, ex-ACL 501, from General Electric, to which it had been sent by SCL as a trade-in. This is the first E-6A class, builder's number 959. While not quite a Burlington E-5A, she is one of the last E-6A's on earth. CRI&P operates the only such unit now in regular service, while Illinois Central has No. 4001 on the dead line at Paducah, Ky. The SCL 501 is in poor shape internally.

NEW HAVEN'S two Fairbanks-Morse P-12-42 1200-hp "Talgo train" units were seen sitting disconsolately in a scrap yard at Cedar Hill, Conn., laments Jerome A. Rosenfled, 133 Dulles Dr., Dumont, N.J. 07628. The photos of them that he sent me show rust and deterioration, but otherwise the units appear to be in fair condition. Elsewhere, Boston & Maine's two units are reportedly still in Maine, not in rail service but serving a contractor as heat sources.

ACCORDING to Dan Kuhn, 20004 Stanton Ave., Castro Valley, Calif. 94546, the Western Pacific is trading fifteen F-7A's in for the same number of new U-23B's. They will be painted "Perlman green" and, minus plow pilots, will be assigned to heavy-duty switching. Each weighs 260,000 pounds and carries 3250-gallon fuel tanks. With 2300 hp, these are big switchers for sure. Southern Pacific GP-35 No. 6679 was spotted in Salem, Ore., with a snow pilot attached. This is significant, because those units, when new, were intended for Sunset Route work out of Los Angeles and were delivered without plows.

Photo by Robert Anderson

C&NW H-16-66's 1676 and 1678 prepare to drag a freight out of Ironwood, Mich.

THE TRAINMASTER, journal of the Pacific Northwest Chapter of NRHS (Rm. 1, Union Station, 800 N.W. 6th Ave., Portland, Ore. 97209), reports on the status of Alco units from the Spokane, Portland & Seattle, now owned by the Burlington Northern. The FA-1 No. 4102 and the last FA-2, No. 4126, are stored inoperable at Vancouver, Wash. Seven other FA-1's were seen on the job early this year: Nos. 4100, 4104, 4108, 4114, 4116, 4118, and 4120. Last January the S-2 940 was sold to Schnitzer industries.

Nos. 936, 937, and 939 are on the Vancouver dead line with RS-3's 4069, 4071, and 4076. The RS-2's 4000-4002 are stored at Pasco, Wash., for use during the sugar-beet harvest at Moses Lake, Wash. The S-1 No. 11 has been leased to the Valley & Siletz Railroad while their GE 70-ton No. 5 is at General Electric's service shop in Portland. Unofficially, *The Trainmaster* says, BN will phase out all ex-SP&S Alco power under 2400 hp by next year, but probably not the C-415 switchers. Picture-takers had better hurry.

By the way, when I spoke of remaining FA's in the April issue, I in-

Photograph by Jim Edmonston

Pennsy No. 9491, FM 2000 HP "A Erie", with a coal drag approaching Conway, Pa., in 1957. Loco was seen on many coal freights.

advertently left out Canadian Pacific, Canadian National, and National of Mexico. Those FA-1's that NdeM sold to Ferrocarril del Pacifico are still running down in Mexico.

BRUCE CHAPMAN of Ottawa, seeing Pete Rickershauser's comment in April that only four FM C-Liners were left, sent the numbers through CP Rail's car trace system and confirms that all six are still in operation. Numbers and locations as of March 8th: Nos. 4053, Crowsnest, B.C.; 4055, Kamloops, B.C.; 4057, Kamloops; 4065, Nelson, B.C.; 4104, Nelson; and 4105 at Cranbrook, B.C. Meanwhile, CP Rail has leased another Baltimore & Ohio F-7 No. 4503. Also, all of the Bellequip GP-7's and 9's, ex-Quebec, North Shore and Labrador, have been sold to Precision National. CP Rail will paint out Bellequip lettering at maintenance points St. Luc and Alyth and replace it with that of the new owner.

THE INDEFATIGABLE Elliott Kahn, 58 Verbena St., Clearwater Beach, Fla. 33515, reports that the Florida East Coast is now running freights without cabooses. They use a simple red flag in the last knuckle by day, but nothing at all at night!

He says, too, that the B&O-Amtrak *Turbotrain* experiment in West Virginia has been delayed while *Turbo* is recuperating from a derailment, out of service. Reportedly it will be disassembled and trucked to Dulles Airport near Washington, D.C., and set up for exhibit at the Department of Transportation's "Transpo 72" exhibition. *Potomac Turbo*, as the run is called, may then return to West Virginia. Meanwhile, B&O is trying to hold the *Turbo* schedule with conventional equipment, and has done amazingly well.

LEHIGH VALLEY is gradually repainting all of its units Tuscan red with yellow stripes and lettering. According to Ed Blackman, P.O. Box 89, Georgetown, Conn. 06829, you'd better hurry if you want to catch the C-628's in their white scheme, as No. 630 already has been repainted. A good spot to see old units—Baldwins, Alcos, and EMD F-3's—is Sayre, Pa.

THE MOOSE GOOSER, published by the Alaska-Yukon Chapter of NRHS at Anchorage, Alaska, reports that Alaska Railroad's GP-7's Numbered 1838 and 1827 sustained cracked frames in an accident on January 24 and were being repaired in the Anchorage shops. It says also that the White Pass & Yukon has taken delivery of MLW-Worthington DL-535E's 108-110, which had to be trucked off a barge at Skagway to the WP&Y rails.

ALCO ENGINES DIVISION of White Industrial Power, Inc., at Auburn, N.Y., will supply 14 locomotive modernization kits to Companhia dos Caminhos de Ferro Portugeses for the renovation of diesel engines now in service in Portugal.

I HEAR from Michael Lowe, 2420 McDuffie #6, Houston, Texas, that he saw eight National of Mexico SD-40's southbound on a Missouri Pacific freight train last winter and jotted down their numbers: 8554, 8563, 8565, 8566, 8557, 8558, 8561, and 8562. All were part of an order built by General Motors Ltd. of London, Ont. Mike also saw a Katy freight train with Union Pacific gas-turbines 27A and 27B sadly "headin' for the last roundup" in the scrap yard of Nielsen Enterprises in Houston.

THIS MONTH we feature two different Fairbanks-Morse locomotives. In 1945 FM introduced a cab unit that could be used on either freight or passenger trains, with the necessary steam boiler and gearing changes. These units were powered by a 10-cylinder, 20-piston FM Opposed Piston engine, which at 850 revolutions per minute produced 2000 hp. General Electric built them under contract at Erie, Pa., whence came the unofficial designation "Erie" built. FM's specs are alt. 100.3 for the passenger version and 200.3 for freight. Eighty-two A units and 29 B's were built.

These locos appeared huge but actually were shorter than the EMD, Alco, and Baldwin passenger units of their era. The Eries measured 64 feet, 10 inches in length, on two six-wheel trucks (A1A-A1A), and had a high-mounted cab with a rounded chisel nose. Three large air-intake grids at the rear broke the otherwise smooth side lines. Two styles of trucks were used: the conventional General Steel Castings type and an unusual cast-frame truck found on some passenger versions. GE, of course, made the electrical equipment.

Passenger Eries were owned by the Santa Fe, C&NW, Milwaukee, NYC, Pennsy, and Union Pacific. Freight versions were owned by Kansas City Southern, NYC, and Pennsy. In 1959 KCS repowered all but one of its units with EMD 567's. The Pennsy and UP removed boilers and re-geared their passenger versions to freight. I have observed PRR Eries in freight service in Pittsburgh, Columbus, and Cincinnati, in their last years, and they were severely hated for their wiring troubles. All wiring ran right through the bed of the frame and was frequently fouled by water, oil, and grease.

Although huge-looking, Eries presented unimpressive statistics and fell victim to the march of the Geeps. The last known Erie was PRR 9476B, a B unit, which was still at Erie, Pa., in May, 1968, although it had been traded in long before that. Four "B" unit bodies were sold by GE to RAMX, then to CP Rail, and now serve as rail grinders. No powered Eries exist.

THE SECOND FM locomotive this month is H-16-66, or "Baby Trainmaster," a huge C-C road-switcher with 1600 hp, high hoods, three-quarters position cabs, and the familiar massive FM lines. Units produced between 1951 and '53 have the famous Loewy lines and ride on Baldwin-style cast trucks.

In 1954, the H-16-66's got the boxy, squared-off Trainmaster lines. This created a spotting problem. The new H-16-66 and the Trainmaster looked exactly alike, except that the latter was slightly longer. However, H-16-66 is a limited production model. In buying the first ones, Chicago & North Western became the only major purchaser, owning but eight of the total production of 58 units.

The neighboring Milwaukee Road took six units. Two more were built later, one sold to Alcoa and the other to the Tennessee Valley Authority. None of these buyers owned Trainmasters. The C&NW fleet has been riddled by trade-ins and retirements. As of Sept. 1970 the Milwaukee's fleet was still intact. Alcoa's unit is now lettered "Squaw Creek Coal 721001" and is employed at Boonesville, Ind., while TVA's No. 24 works daily at the Gallitan steam plant in Tennessee.

Send diesel news to my home, 792 Farnham Court, Cincinnati, Ohio 45240.

HOBBY CLUB

conducted by Sy Reich

WILLIAM M. MOEDINGER, president of the Strasburg Railroad, one of our *Interesting Railfans* (Aug. '67), said recently that service on the 4½-mile Strasburg is not limited to round-trip tickets but that one-way fares also are sold between Strasburg, Pa., and Leaman Place, the other end of the line. He said their business is to transport both people and freight. In 1971 they moved 91 cars of freight. Bill pointed out these facts in testimony the other day before the state's Public Utilities Commission at a hearing in Lancaster, Pa., to determine whether the line is a public service or an amusement. The PUC was asked to decide the question by the Strasburg Township Board of Supervisors. The township considered levying a 10 percent tax on tourist admissions, or an amusement tax, which could seriously affect railroad income, but finally tabled the idea.

Next month's *Interesting Railfan* will be Dan Fink, Rte. 1, Mt. Morris, N.Y. Front cover will be a Fink photo of a High Iron steam fantrip.

John Hooks, retired assistant regional manager for pricing on the Rock Island in Chicago, has recently published an anthology of poems. John, who has contributed light works to the *Chicago Tribune* for over 30 years, titled his book, *The Brookfield Ballads —and Other Verses—of Quizzicuss*, the last word being his pen name. Anyone wishing a copy of the 64-page volume can mail him $1.25 at 121 S. Brainard Ave., La Grange, Ill. 60525.

Mid-Continental Railway Historical Society, Inc., of North Freedom, Wis., has appointed a new curator, Ron Jones of Madison, Wis. He will organize and oversee the collection of various railroad artifacts except motive power, rolling stock, maintenance equipment, and similar large items. These will be placed in a central place, catalogued, cleaned, repaired if necessary and displayed.

Pine Creek Railroad at Allaire, N.J., recently received from rail historian Thomas T. Taber of Madison, N.J., several leaded stained-glass windows from old wooden passenger cars of the Lackawanna. (Tom is a leading DL&W authority and has just about completed writing a comprehensive book on that road.) Walt Dietz, a member of the Pine Creek line, has made frames for some of the historic windows, which will be installed in the station. Also, Dr. Ralph Cox has loaned the Pine Creek a Baldwin-built Prairie type loco from the former Surrey, Sussex & Southampton, for a seven-year period, together with five log cars.

One railfan who does not wait for Christmas to set up his tinplate layout is Howard P. Wyrauch, who enjoys an extensive collection of toy and model trains all year long at his home on Vanderbilt Ave., Niagara Falls, N.Y. He is the cartoonist who originated the "Little General" comic strip and has been collecting trains for 25 years. Howard and his wife, Kay, belong to the Eastern Div. of the Train Collectors Assn., which meets each April and October in York, Pa. The national convention: this June in Pittsburgh.

The Boston & Maine Railroad Historical Society, Inc., celebrated its first birthday in May. It was formed to preserve B&M railroadiana. One of its greatest boosters is John Barriger, B&M Chief Executive Officer. They meet on the second Tuesday of each month in the waiting room of the B&M's old Reading station. Membership year runs from June 1 to May 31. Dues are $5; half-year $3. Contact the society at P.O. Box 302, Reading, Mass. 01867.

The Oregon, Pacific & Eastern R.R. of Cottage Grove, Ore., has acquired all assets of an old North Carolina road, including 4 Shays, 16 railroad cars, and many artifacts. Among the cars are the diner *Wabash Valley*, the heavyweight observation *Robert E. Lee*, and the six compartment, three-drawing-room ex-NYC *Glen Fee*. In addition, the OP&E has bought Western Pacific No. 882 *Silver Planet*, a dome observation car, and four Milwaukee cars, two of which are lounges and two are 66-seat coaches.

A coal-oil lamp from the wooden coach era has been added to the museum of the Heart of Dixie Railroad club, NRHS, at Birmingham, Ala. It is solid brass and very heavy. The club also has acquired former Illinois Cen-

Colorado Short Lines

Locomotive Rosters Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Colorado & Wyoming Railway								
101-102	1500	GM-EMD	GP7	B-B	60,630	242,530	1951	
103-104	1500	GM-EMD	GP7	B-B	60,630	242,530	1951	
201-212	800	GM-EMD	SW8	B-B	57,500	245,000	1951-2	
214	900	GM-EMD	SW900	B-B	60,590	245,000	1957	
1104	1000	Alco-GE	S2	B-B	69,000	245,000	1944	1
1105	1000	Alco-GE	S2	B-B	69,000	245,000	1943	1
1106	1000	Baldwin	VO 1000	B-B	71,830	245,000	1942	2
1107-1108	1000	Baldwin	VO 1000	B-B	71,830	245,000	1943	4
1109	1000	Baldwin	VO 1000	B-B	71,830	245,000	1943	
Denver Union Terminal Railway (owns no locomotives)								
Great Western Railway								
61	600	GM-EMD	SW1	B-B	48,813	195,250	1952	
62-63	600	GM-EMD	SW1	B-B	48,350	193,410	1940	3
121	1200	GM-EMD	SW9	B-B	60,830	243,320	1951	
122	1200	GM-EMD	SW9	B-B	60,785	243,140	1951	
Manitou & Pike's Peak Railway								
8	400	GE	———	B	30,000	53,000	1939	
9	400	GE	———	B	30,000	57,000	1946	
10-11	400	GE	———	B	30,000	57,000	1950	
12	400	M&PP	———	B	30,000	57,000	1955	
14-15	500	SLM	———	B-2	36,000	77,000	1964	
16-17	500	SLM	———	B-2	36,000	77,000	1968	
Northwestern Terminal Railroad (owns no locomotives)								
Pueblo Union Depot and Railroad (owns no locomotives)								
San Luis Central Railroad								
71	600	GE	70-ton	B-B	33,300	133,300	1955	
Southern San Luis Valley Railroad								
D-500	195	SSLV	———	B-B	"Tremendous"	60,000	1954	

Colorado Short Line Notes

Rosters are based on data from C&W's vice pres.-gen. supt.; M&PP's gen. mgr.; SLC's pres.; and SSLV's pres. and gen. mgr., and are accurate as of the third quarter, 1971. For the purpose of our rosters, a short line railroad is defined as a common carrier listed in either the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric; GE, General Electric; M&PP, Manitou Pike's Peak; SLM, Swiss Locomotive Works; SSLV, Southern San Luis Valley.

(1) C&W 1104-1105 were originally Denver & Rio Grande Western 116, 109, then Luria Brothers 116, 109, then C&W 1104-1105 (6/16/65, 2/12/65). C&W 1105 was scrapped.

(2) C&W 1106 was originally U.S. War Dept. 7454, then U.S. Ordnance (Pueblo Army Depot) 1, then Speken Wrecking Co. ?, then C&W 1106 (1964).

(3) GW 62-63 were originally Elgin, Joliet & Eastern 231, 233, then GW 62-63 (7/59).

(4) C&W 1108 was scrapped.

tral vista dome car 2202, originally built in 1948 for the Missouri Pacific and still in good condition. Another addition is a small Plymouth gas-electric loco from Chicago Bridge & Iron Company.

British nostalgia may be had by fans interested in getting a new record called *Railways Remembered.* Sounds of locos whistling at speed and pulling out of country stations, as well as reminiscenses by "rails" and passengers, provide some good atmosphere. British Broadcasting Company, London, England, produced the record, Mono REB 119M, at $3.75.

Illinois Railway Museum has acquired the old Soo Line depot at Allenton, Wis., which in recent years was B&B coach W-2000. Placed on a section of track alongside the main line, it substituted for a demolished station until a traveling agent and telephones precluded its use. It was a sister of Mid-Continent Railway Historical Society's coach 63.

An ancient oil torch, formerly used by trainmen to signal at night, has been mounted on a teakwood plaque for exhibition in the Gold Coast Railroad Museum car at Ft. Lauderdale, Fla. This torch, donated by Bill Godfrey, is close to a 100 years old and used on railroads before coal-oil lanterns with glass globes came into wide usage.

Nawrailco, a junior achievement company sponsored by the Norfolk & Western R.R., Roanoke, Va., manufactures book-ends of cut rail and wood, and makes pen sets from old railroad spikes.

Western Pacific brakeman Chris W. Skow of Portola, Calif., entered the Army in June '70. After serving at several bases, he was hand-picked to be a color labratory printer for the Army exhibit unit at Cameron Station, Alexandria, Va. Chris drives 200 miles on weekends to fire a steam loco on the Black River & Western tourist line in New Jersey. He hopes to be back on the WP this summer.

Many back numbers of *Railroad Magazine* are available, in each case at 85¢ each, postpaid. As we are running low on some issues, it might be wise to order them now while you still can. If you do, select one or two alternate copies from our list in the event that your wanted months are not available. All orders are filled as promptly as possible. You can pay by check, money order, stamps, or cash, the last two being the cheapest, although we do not advise sending coins by mail.

Magazines available are: all of 1972 thus far; all '71; all '70 except Sept.; all '69 except June. For 1968 we still offer Jan., March, April, May, June, July, Aug., and Dec.; and for '67 we offer Feb., April, May, July, Aug., Oct., Nov. and Dec. We also have a few from '64 through '66, but none earlier. All are sold on a "first come, first served" basis. If you need issues we don't have in stock, consult our *Switch List* or send an entry yourself to the *Switch List.* Our special Circus issue, April '56, is very hard to get, even from specialized dealers.

Orders for back copies of our magazine, for books, and for subscriptions should be mailed separately to avoid confusion and delay. Old issues and books should be ordered from our New York office. But not subscriptions.

Direct all correspondence about subscriptions and renewals to *Railroad Magazine,* Boulder, Colo. 80302. If you send such mail to New York, you will waste time, for we will only forward it to Boulder. Even at that, it usually takes about a month to process subscriptions before you start getting your copies of *Railroad* each month.

Railfans riding the Cumbres & Toltec Scenic Railroad can stay overnight in genuine Pullman sleeping cars, once used on the *Overland Limited* and *City of St. Louis* streamliners, on private tracks at Antonito, N.M. A former Union Pacific buffet-lounge car with cafeteria meal service and light refreshments also is available. For those on a budget, economy-class accommodations are offered in a UP baggage-dormitory car. Passenger equipment is located one-half mile west of the railroad depot at Antonito on State Highway 17.

BOOKS OF THE RAILS

by GORTON T.H. WILBUR

1941 LOCOMOTIVE CYCLOPEDIA OF AMERICAN PRACTICE, hard cover, 1312 pages, 8¼x11½", drawings, photos, index, Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, Wis. 53233, $40. (Not available from *Railroad Magazine* Book Service.)

The complete title of this book is *Locomotive Cyclopedia—1941: Steam, Electric, Diesel, and Industrial Locomotives, Shops and Engine Terminals,* it weighs 8 pounds and was reprinted by Kalmbach by special arrangement with Simmons-Boardman, the original publisher. The text and reproductions are a railroad odyssey for the serious student of railroadiana and a valuable source of information for library and media. An 86-page dictionary of loco terms is followed by 19 other sections and four indexes featuring every facet of U.S. loco construction, including 1941 ads showing the builders' products. Available copies of the original are quoted around $100. We recommend this reprint very highly.

1879 CAR BUILDERS' DICTIONARY, hard cover, 575 pages, 5¼x8½", illustrations, index, sketches, Newton K. Gregg, P.O. Box 452, Kentfield, Calif. 94904, $14.95.

Newton Gregg followed the sage advice of a history bibliographer at the San Francisco Public Library in 1969 and put his interest in reprints to good use. The popularity of his other reprint cameos, 1888 and 1906 Car Builders' Dictionaries, well illustrate this point. In this latest book are reproductions of the first compilation of terms and views ever published in the U.S. showing exactly the freight and passenger cars, and contemporary car ads of the 1870's. Model builders as well as rail and economic historians will find special values on each page.

45 MILES TO YESTERDAY, 18 pages, 7x10", heavy glossy paper, 40 full color photos plus text, Rahn Bros. Printing Co., 11657 McBean Drive, El Monte, Calif. 91732, $1.

This beautiful souvenir of the Durango-Silverton narrow-gage train is a must for railfans who have been there or who are planning a future trip. Included are five full color photos 7x10" suitable for framing. A delightful photo adventure in this time-honored steam loco area.

PULLMAN AND PRIVATE CAR PICTORIAL, soft cover, 68 pages, 11x8½", photos, drawings, Wayner Publications, Box 871-Ansonia Station, New York, N.Y. 10023, $6.95.

Bob Wayner has a real gem here for Pullman and private car enthusiasts; wooden and steel, American and foreign. Among the classic photos are Woodruff buffet sleeping car *Colorado* and the now-famous car where the first technicolor feature movie was made in Jacksonville, Fla., 1917. These are just a few teasers.

Amtrak is gradually renumbering all their passenger cars and removing all railroad identification. Another new book by Bob, *Amtrak Car Spotter,* has the new number of each car and the former owner name or number, type, builder, year built and conversion information. It's available at $2.95 from Wayner Publication.

EASY-TO-BUILD MODEL RAILROAD FREIGHT CARS, soft cover, 100 pages, 8¼x11¼", photos, drawings, Kalmbach Publishing Co., 1027 North Seventh St., Milwaukee, Wis. 53233, $3. (Not available from *Railroad Magazine* Book Service.)

With tips from Gordon Odegard, Eric Stevens, H.O. Williams and others, model enthusiasts will like the know how on 24 "Dollar Car Projects" from this publication.

New Steam Power Books

A.A. Jorgensen, an American railfan who contributed many photos to *Railroad Magazine* years ago and then moved to South Africa to live, joined A.E. Durrant and C.P. Lewis in supplying the material for *Steam on the Veld*, published by Ian Allan, Terminal House, Shepperton, Middlesex, England. This volume has 194 pages, 8½x11", and sell at £5. It is a vivid pictorial history of South African steam in the late 1960's, with a full-color frontispiece.

There is much text matter, including a two-page roster and a long list of locomotive depots. Here you find action galore, broadsides, front-end views, and maps. You get the feel of Garretts, 4-8-4's, industrial locos, many others—in cities, on plains, in mountains, on high trestles, and beside the beach of this *apartheid*-ruled country, but with no hint of *apartheid*. A weakness of this book is its almost total lack of even minor human interest—the men who fire, run, and service locomotives. One photo, however, shows a beautiful, topless, native woman with a steam-powered freight in the background.

Just published is *Steamers of the Delaware & Hudson*, by Tony Reznak, an interesting 96-page picture-book with 91 photos of D & H power. A color shot of a painting of a 4-8-4 in full stride makes a striking cover. All of the road's major types and wheel arrangements are represented. I wish, however, that the loco types were divided into chapters by wheel arrangements, with a page or two of design background for each. Even so, Tony gives us a lot of rare, hard-to-find photos for $5. Tony's address is Box 75, Wilkes-Barre, Pa. 18703.

Historical Publications

The Bulletin, Vol. 36, No. 6, of the National Railway Historical Society, edited by William C. Wagner, Box 2051, Philadelphia, Pa. 19103; soft cover, 56 pages, 6x9", illustrations, maps, photos, rosters; members $4, associate members $4.50. Entire issue is turned over to William Douglas Warren's interesting treatment of rails over the Rockies. Photos and maps whet the appetites of Rocky Mt. fans.

B&M Bulletin, Vol. 1, No. 3, of the Boston & Maine Historical Society, Inc., Box 302. Reading, Mass. 01867, edited by Clark H. Gabriel; soft cover, 24 pages, 8½x11", photos, rosters, sketches, 75c each, $3 year. Any B&M, or New England railfan, should enjoy these quarterly *Bulletins*. This one goes in depth on the 4100 4-8-2s, early diesels, and a partial post-1911 steam roster.

***The Railroad Enthusiast*, Winter and Spring, 1972, edited by Frank Kyper; soft cover, 32 pages, 6x9", photos, maps, rosters, timetables, issued by The Railroad Enthusiasts, Inc., Box 244, Malden, Mass. 02148, 50c each, free to members. Another outstanding New England railroad portrait, the Maine Central. The sundry roads merged into this line, many with various gages, is a story by itself. After finishing, it the reader might have one regret—not being able to sit on the porch of the Crawford House of a summer's evening listening to and watching steam doubleheaders pound up through the Notch.**

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The books are available only by mail, *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
PULLMAN & PRIVATE CAR PICTORIAL	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
ENTERPRISE DENIED, by Albro Martin	$10.95	($10.40)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
DOWN AT THE DEPOT, by Edwin P. Alexander	$15.00	($14.25)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
ERIE POWER, by Alvin F. Staufer	$20.00	($19.00)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
ALL ABOARD! RR's in Michigan, W. D. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
THE PULLMAN SCRAPBOOK, Wayner	$ 4.95	($ 4.70)
COMMUTER RAILROADS, by Dorin	$12.95	($12.30)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)
COLLECTOR'S BOOK OF LOCOMOTIVE, E. Alexander	$15.00	($14.25)
ATLANTA AND THE OLD SOUTH, Wilbur G. Kurtz	$ 5.98	($ 5.70)

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Was there ever an* Egyptian Express *or an* Egyptian Flyer *train?***

You must mean the *Egyptian Zipper*s that ran on the Chicago & Eastern Illinois in the late 1930's and early 1940's. American Car & Foundry built these doodlebugs in 1937 for the local run between Danville and Cypress, Illinois, through a section commonly known as Little Egypt because of such town names as Cairo, Karnak, and Thebes.

2 ***What is a Walschaert valve gear?***

A mechanism on a steam locomotive by means of which the slide valves or piston valves are operated for the purpose of admitting steam to and exhausting it from locomotive cylinders. Valve gears are so arranged as to allow steam to be cut off at either end of the cylinders in order to run the engine either forward or backward.

3 ***Where were the Camino, Placerville & Lake Tahoe and the Diamond & Caldor railroads?***

The CP&LT was incorporated in 1911 as a successor to the Placerville & Lake Tahoe, which had been sold at auction. It ran between Placerville and Camino, Calif., 8 miles, and originally had but one loco and one freight car. The D&C, built about 1913, ran between Diamond Springs and Caldor, Calif., 33 miles on 3-foot gage, and was owned and controlled by the California Door Company.

4 ***What is the difference between* (a) *class rate and* (b) *commodity rate in freight service?***

(a) This published rate applies to any one of many articles in a certain freight classification. (b) A special published rate applying to a specified commodity between certain points.

5 ***Was there ever a railroad called the East & West?***

You must mean East & West Coast Railway, incorporated in 1913 to run between Manatee and Arcadia, Fla., 47 miles. All equipment was leased from the parent road, Seaboard Air Line.

6 ***What are "booster" locomotive units?***

"Booster," "slave," or "helper" units are unmanned units interspersed in long, heavy, freight trains in mountainous country. They are equipped with automatic control systems, including tiny coupling strain gages which read power requirements and permit automatic throttle adjustments.

7 ***Words, please, to a steam locomotive poem called* Doubleheader.**

Here they are, by J. S. Chrisman:

Doubleheader, heavy sledder,
Coming up the hill.
Superheaters, tonnage-eaters.
Sure have got their fill.
"Six-eleven," "four-o-seven,"
Twenty hundred ton.
Go to make her! Have to shake her!
Let her have the gun.

Smoke a-boiling, fireboys toiling,
Shacks a-riding high.
Wheels a-grinding, flanges binding,
Barely oozing by.
Hogger, flail her! Don't you fail her!
Make her pound her ear!
Time'll nab us, super'll stab us;
Dare not stall her here.

Now she's drumming, got her coming,
Getting near the top,
Fireman, stoke her! Don't you choke her!
Make her safety pop!
Cinders raining, drawbars straining,
'Fraid we'll pull a lung.
Lot of trouble, had to double
If they hadn't hung.

Wheels a-clicking, brakes a-sticking,
Forty miles an hour;
Tallows resting, shacks a-jesting,
Clear board at the tower.
Markers streaming, whistle screaming,
Going fit to kill,
Crummy's coming, con's a-humming,
Coming down the hill.

8 ***Was there ever a line called the Lake Huron & Northern Ontario?***

Yes, indeed. Organized in 1901 as the Bruce Mines & Algonquin, it ran from Bruce Mines to Rock Lake, Ont., 17 miles, and was projected to Abury Falls, 66 miles. When renamed LH&NO in 1912, it had four locos and 24 cars. It was abandoned long ago.

9 ***The old Central New England had a "Bull Moose" type of locomotive. Did any other road have a similar name for its engines?***

In 1915, to meet the need for heavier motive power, the New York, Ontario & Western purchased twelve 2-10-2's from Alco's Schenectady Works. These engines, known as "Bull Mooses," class X, were numbered 351 to 362. They had 57" drivers, weighed 352,000 lbs., carried 190 lbs. of boiler pressure, and exerted 71,200 lbs. of tractive force. Due to the small drivers, they rarely exceeded 30 mph. The O&W was then in the era of coal prosperity. As coal required tractive effort but not speed, the engines served their purpose; but after the 400's arrived, the X class saw fewer mainline assignments. Pusher and local coal mine work out of Mayfield, Pa., became their regular jobs. As coal traffic declined, bridge traffic, with high train speeds, became more important. The first Bull Moose was retired in May, 1940, and the last one about six years later.

Who can tell us where that name came from? Was it derived from the animal or from the Bull Moose Party on which Teddy Roosevelt unsuccessfully ran for President in 1912?

10 ***Which American railroad is or was known as the P&N?***

Our guess would be the Prescott & Northeastern, incorporated in 1890 to run between Prescott, Ark., and Highland, Okla., 31.3 miles, freight only, connecting at Prescott with the Missouri Pacific; or the Piedmont & Northern.

11 ***What is the longest railroad bridge in the U.S.?***

The Huey Long bridge, 4.4 miles in length, including approaches, across the Mississippi River above New Orleans, is the longest railway span of steel and concrete construction in this country. It was opened Dec. 16, 1935, for the Southern Pacific, Missouri Pacific, and Texas & Pacific, in addition to motor traffic.

12 ***When was the oilburning steam locomotive introduced in the U.S.?***

Successful test runs were made of a Pennsylvania Railroad passenger train hauled by an oilburning steam locomotive, running from Altoona to Pittsburgh and return, a total distance of 228 miles, on June 17 and 18, 1887.

However, on July 19, 1867, a steam loco fueled by crude oil had drawn a train of cars from Tidioute to Irvinton, Pa., in the oil region, running on the Warren & Franklin, part of the Pennsy's Philadelphia & Erie line.

Running Extra

Being a retired loco engineer from the old Pittsburgh, Ft. Wayne & Chicago (now part of Penn Central), I want pictures of steamers I fired or ran. I bought some photos from Harold K. Vollrath, a train dispatcher who carries on a nice business of selling a wide variety of old engine pictures at his home, 8938 Maple Dr., Shawnee Mission, Kan. 66207; but he didn't have the one I want most. I refer to a Pennsy 4-6-0, class G-4. I bought a G-46 from him, but need the 7056, a G-4 saturated, slide-valve, Stephenson valve-gear engine assigned to a suburban passenger run that I fired for about 3 years. After being promoted to engineer, I ran her for 16 months.—R. T. Harley, 316 Bernice St., Pittsburgh, Pa.

When did the Baltimore & Ohio pull its *Royal Blue Limited* off its New York-Chicago run? How long did the *Capitol Limited* serve Washington and Chicago?—Floyd A. Kuhn, Rte. 1, Box 27, Plymouth, Ind. 46563. (*Ed. note*: The B&O was so proud of its *Capitol Limited* that for many years the great Capitol dome was pictured on the road's insigne.)

I want possible sources of financial assistance for newly-formed steam tourist lines.—James E. Bogener, P.O. Box 81, Kahoka, Mo. 63445. (*Ed. note*: So do most operators of such lines.)

Is the Casper, South Fork & Eastern No. 2 still on display at Casper, Calif.? What happened to the six Great Northern 2-8-2's used for ore-heating in its Alloney, Wis., yard?—Roger D. Link, P.O. Box 105, Anaheim, Calif. 92805.

I seek info., photo, and floor plan of former Pennsy 10-and-6-sleeper, *Alexander M. Byers,* in its original colors. It was built to Pullman Standard plan 4140, car code 6283. I hope to duplicate the exact car in 0 gage. Part of my honeymoon was spent on it.—William A. Owen, 3820 Cullen Drive, Cleveland, Ohio 44105.

Answering a recent query, the throttle valves and linkage of a steam loco were moved because the extreme heat inside the boiler caused expansion. When allowed to cool, the contraction sometimes was so great that the engines would creep out of their shed. Many hostlers were surprised when they came around to get a loco and found her in the turntable pit.—David L. Proffitt, No. 210154, Rte. 3, Ellis Unit, Huntsville, Texas 77340.

The Lehigh Valley wasn't the only line that had Mother Hubbards, also called Camelbacks. The Jersey Central had eight-wheelers and Atlantics, Reading's were 4-4-0 and 4-6-0, and D&H had 4-6-0's. I believe the Erie had some Camelback Pacifics.—Harold Brunner, 51 Vine St., Ashley, Pa. 18706.

The picture of Clover Leaf's No. 45 in your Feb. '72 issue reminded me of how few readers know which cities that road served before the Nickel Plate absorbed it. The same may be said for the Big Four.—Howard C. Buck, 5020 Heather Rd., Smyrna, Ga. 30080.

At least two Connecticut newspapers are published in partially converted old New Haven Railroad stations, the *Waterbury Republican & American* and the *Naugatuck News.* Anyone know of other newspapers, magazines, radio, or TV stations operating out of old depots?

How many dome-cars did the Spokane, Portland & Seattle own before Amtrak? How many boxcars does the Chicago, West Pullman & Southern have? How many boxcars and diesel units are owned by Pacific Great Eastern?—Hargis Westerfield, 713-15 W. 25th St., Kearney, Neb. 68847.

When were one of the double tracks removed on the Burlington between Kansas City and St. Joseph, Mo.? What caused the high-pitch whistle noise on passenger trains when stopping around 1915? Why were air-horns substituted for whistles on some of the late steam locos?—Wm. H. Thomson, 200 Palm Ave., Millbrae, Calif. 94030.

What happened to the RDC on which the New York Central put a jet motor some years back? It may have been the M-459.—Mike F. Rossi, 10 William Pl., Medford, Mass. 02155.

In the Spanish Civil War, was a railroad bridge actually blown up as described in Ernest Hemingway's book, *For Whom the Bell Tolls,* later made into a movie? Also, was a real railroad bridge shown in the film, *The Bridge on the River Kwai*?—J. Gray, 77 High St., Newton, N.J. 07860.

Answering a query in your March issue on Chicago Great Western: As of late 1966, the line had 1,459 miles of track, 140 diesel locos, 102 road-haul units, and 38 switchers. Oelwein, Iowa, was the CGW hub. The main line extended from Oelwein south to Kansas City, east to Chicago, north to Minneapolis, and west to Omaha. The road was the first and the last to buy gas-electric motor cars from Electro-Motive Corp. The last freight steam locos it purchased were Texas types (2-10-4). It bought 30 of these, half of them built by Lima, the rest by Baldwin. The freight locos cut off at St. Paul, but the passenger trains ran on to Minneapolis over Great Northern tracks.—Walter A. Turner, Rte. 2, Hunting Lodge Drive, Inverness, Fla. 32650.

Anent your recent mention of two *National Geographic Magazine* issues featuring railway articles, the second one, "Trains of Today—and Tomorrow," by J. R. Hildebrand, was reprinted from the regular Nov. '36 issue, which was a special 55-page booklet, same size as the magazine and bearing the usual *Geographic* cover, but with only one article listed on the front. The booklet was printed around the same time as the magazine, or shortly after, and bears an AAR ad on the back. It is a rarity for collectors of paper railroadiana to seek.—Roger Arcara.

I want info. and rosters on the Lake Erie, Franklin & Clarion which operated out of Clarion, Pa.—Mike Reddinger, 1088 Pioneer Dr., North Tonawanda, N.Y. 14120.

Who can tell me about the steam-turbines built by Westinghouse for the Pennsy? How many were built and what were they used for?—Denis Scheid, Rte. 3, Belding, Mich. 48809.

What is the connection, if any, between stating a railroad grade as "1-in-50" or as a percentage, such as "2 percent grade"? For instance, how would you express a 2 percent grade the other way? What would be its equivalent?—Ted C. Wurm, 123 Monte Vista, Oakland, Calif. 94611. (*Ed. note*: Ted was one of our *Interesting Railfans,* April '68. One in 50 means one foot for every 50 feet feet vertically. Percent means 100 feet horizontally. Two percent is the same as one in 50.)

Where does Penn Central freight service cut in on Boston's new South Shore rapid transit line? How many freight trains does it operate? Do they run at particular times? Do freights, passenger trains, and rapid transit share the line at the same hour? Do they use the same block signals?—Robert J. Shaw, Box 1866, Long Beach, Calif. 90801.

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts* (timetable), *emp. tts.* (employees timetables), *SSE* (send 8c stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JOHN ALLEN, Box 259, Centralia, Ill. 62801, sells bound vols. of Ry. & Loco Engr. '95-'21; Loco. and Car Bldrs. Cyclopedias. (SSE).

JOHN AMRHEIN, 5704 Radecke Ave., Baltimore, Md. 21206, buys info., railroadiana on WB&A and related roads.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned sizes 120-620 and 116-616 cameras desired by many railfans for large oblong negatives. Details and list free.

THURSTON ATCHLEY, 1407 N. Jefferson St., Wellington, Kan. 67152, sells date nails, date nail bks., rr. emblem watch fobs.

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, sells tts. (SSE). Buys Erie, NYS&W tts.; pix of NYS&W, West Shore psgr. trains.

ARNOLD BERMAN, 110 Ramona Court, New Rochelle, N.Y. 10304, buys traction books.

Mrs. C.A. BIRD, 1307 W. Maynard Dr., St. Paul, Minn. 55116, sells tr. orders, dispr. sheets, lanterns, emp. tts., etc. (SSE).

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wishes to contact 35mm rr. camera fans in Chicago or South Bend.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors or anything Fla. Buys keys, locks, lanterns, uniforms, any rr.

JOHN BRINCKMANN, 17 Runyon Ave., Edison, N.J. 08817, sells back issues Railroad Magazine and Trains from '40's; tariffs, CNJ tts. (SSE).

CURT CARLOUGH, 229 Rea Ave. Ext., Hawthorne, N.J. 07506, sells, buys dupl. 35mm slides of Erie, NYS&W, EL, LV, Buys pix of Erie, NYS&W.

GERRY CARSON, 11945 Gay Glen Dr., Maryland Heights, Mo. 63043, sells, trades color slides, 16mm b&w movies or steam.

BILLY CARTEE, Rte. 3 Box 392, Cullman, Ala. 35055, buys pix of DT&I steam.

HERB CEARLEY, 6751 E. 9th St., Long Beach, Calif. 90815, trades frt. car pix, plans of unusual frt. cars. List, 25c.

H.E. CHELF, 700 Biltmore Ave., Asheville, N.C. 28803, sells steam pix of M&I, TP&W, IT, C&IM.

DAN CHERAGOTTI, 3960-A Brittany Circle, Bridgeton, Mo. 63044, will buy "Lincolnland Traction," other bks. on IT.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont. Canada, buys or trades Alco, Baldwin, Lima steam loco bldrs. pix, catalogs.

TONY CITRO, 1452 Hamburg Turnpike, Wayne, N.J. 07470, wants complete UP steam roster, incl. pix.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells Pennsy, Alco-GE, GM-EMD bldrs. plates; NYNH&H bean pots, tts., forms, and railroadiana. (SSE).

TOM COVAL, 21 E. Robin Rd., Holland, Pa. 18966, sells tts., emp. tts., dining-car menus. List, 25c.

CHAS. COX, 3435 June St., San Bernardino, Calif. 92405, will sell 1909 ATSF rulebk., 1880 baggage punch, UP Centennial History bk., Fogg paintings, etc. (SSE).

R.H. DELLINGER, Box 4095, Birmingham, Ala. 35206, buys, sells, trades rr. playing cards, buttons.

A. DEN DULK, Wieringsestraat 208, Den Haag 2014, Holland, trades Dutch rr. and trolley tkts. for U.S. slides.

VINCENT DeSANTIS, 196 Carbon St., Paterson, N.J. 07522, buys slides of CNJ, LV, RDG; emp. tts. of DL&W, EL.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix of CN, CP. List 30c. Buys, sells CN, CP, TH&B steam negs.

PAUL DOUGLAS, 112 W. 21st St., Vancouver, Wash. 98660, buys anything on U.S. compound locos; trades RDG negs.

STEVE DREW, 4180 Randolph Ave., Oakland, Calif. 94602, will buy R&LHS Bull. 45.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856. Will sell DB cab plate off German steam loco, $50; also SNCF brass smokebox plate off French steam loco, $100.

WALLY EAKINS, 5125 Cloyce Court, Ft. Worth, Texas 76118, sells rr. pix of his area; also rr., trolley pix of Japan.

E.E. EDWARDS, 410 Westchester Way, Birmingham, Mich. 48009, will sell 20 steam, elec. museum brochures.

HARVEY ELSON, 740 2 Ave., Verdun 203, P.Q., Canada, buys, trades CP railroadiana, tts., color slides.

ART FRAKES, 3921 4th St., Port Arthur, Texas 77640, trades tts. or menus for pix of KCS, L&A private cars.

ROGER FREDRICK, 220 Love Lane, Norwood, Pa. 19074, sells his pamphlet "Railfan Visits Mexico," guide for trip to that country.

CHAS. FROSTICK, 1532 Louden Heights Rd., Charleston, W. Va. 25314, sells tts., annual reports, bks., rr. booklets. (SSE).

T.G.J. GASCOIGNE, Box 565, Oshawa, Ont. Canada, buys Trains indexes, old issues Ry. Progress, Short Line RRer, etc. Sells back issues Trains. List, 8c stamp.

BILL GATES, 607 Dawson St., Uhrichsville, Ohio 44683, sells paper items from PRR, PC, N&W, etc. (SSE).

CHAS. GOOLSBY, 901 Beal St., Charlotte, N.C. 28211, sells pre-Amtrak Off. Guides, tts.; records, forms from Atlanta psgr. stations; tr. orders, etc. (SSE).

BILL GORDON, 232 Beresford Rd., Rochester, N.Y. 14610, sells trolley transfers from 1900-'40. (SSE).

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, will trades size 7 ATSF brakeman's cap for rr. or mining stock certifs.

A.R. GUITARI, 3607 Louisiana Ave. Parkway, New Orleans, La. 70125, buys reprints or copies of articles on GM Aerotrain.

W.F. HALDERMAN, Rte. 29, Titusville, N.J. 08560, sells lanterns, tts., other railroadiana, List, 25c.

DAVE HAMLEY, 121 LaCrosse St., Pittsburgh, Pa. 15218, sells slides, negs., pix of industrial, short line rrs., non-steam locos. (SSE).

TONY HANNOLD, 52 Lake St., Hammondsport, N.Y. 14840, sells passes, tts., buttons, tkts. of Narragansett Pier RR. (SSE).

BOB HARVEY, 3820 Skyland Dr., Kingsport, Tenn. 37664, buys bound vols. of RR, Gazette, Ry. Age, Ry. Engr. Review, etc.

GLEN HESS, 5706 Drury Lane, Topeka, Kan. 66604, will buy 8/51 Railroad Magazine, fount and burner for Dietz Vesta lantern.

AL HUDSON, 617 Sundale Dr., Birmingham, Ala. 35235, sells reproductions of Birmingham Elec. 1947 and '35 equip. bks. Buys any Ala. trolleyana.

E.P. HUMPHREY, Jr., 228 Booth Lane, Haverford, Pa. 19041, will sell collection of 71 rr. and related passes 1872-'92. List, 16c.

RICH HUTCHINGS, 24055 Gill Rd., Farmington, Mich. 48024, sells, trades diesel slides of GTW, CN, C&O. Trades size 616 diesel negs. of GTW. Buys GTW steam negs. (SSE).

JOHN IRWIN, 41 Willowbrook Rd., Broomall, Pa. 19008, buys info. on Union Railroad.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues rr. mags., rr. bks., tts. (SSE).

CHAS. JUMPS, 10310 S. Manhattan Pl., Los Angeles, Calif. 90047, sells AT&SF, SP psgr. car rosters. (SSE).

JACK KANE, Christman Tree Lane, Rutland, Mass. 01543, sells Kodak processed dupl. slides of locos, cabooses, psgr. cars. List, sample, 50c.

LARRY KELLER, 2741 Thornbridge Rd., York, Pa. 17404, sells dupl. slides, pix of trolley, steam, diesels. (SSE).

GLEN KIDDER, RD 1, Acton, Mass. 01720, will sell Trains Albums 2-3, 11-12, 15, 18. (SSE). Sells Mt. Wash. Cog Ry. stereoptican view cards. List, 50c.

JOHN KING, 28 MacFarlan, Hawthorne N.J. 07506, needs info. on his grandfather, Jack King, PRR fireman, killed in Bristol, Pa. wreck 2/25/17 at age 26.

JOHN KING, Box, 176, Chadds Ford, Pa. 19317, sells loco prints of Pennsy K4s, T1. (SSE).

JACK KLINGBEILL III, 4424 Campus St,. Anchorage, Alaska 99509, sells Alaska RR. pix. List for SSE.

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, sells back issues Railroad Magazine and Trains. List, 16c stamps.

HANS KURING, Park Lane, Georgetown, Conn. 06829, trades for orig. 35mm slides of PC locos esp. in Boston, Chicago, Rochester.

DAVE LEE, 224 Old Bergen Rd., Jersey City, N.J. 07305, will buy book "Staten Island Rapid Transit."

BOB LEVERING, 896 Upper Mountain Rd., Lewiston, N.Y. 14092, buys 35mm slides of LV PA's 608, 609, 614.

WALT LOCKE, 1784 N.W. 32nd St., Miami, Fla. 33142, sells tts.; Silver Meteor, Silver Star menus. (SSE).

DICK MARKS, 2 Sundbury Dr., Yonkers, N.Y. 10710, will trade for or buys loco bell with yoke and clapper.

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

RAILWAY MAGAZINE
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ED McGRATH, Box 376, Mahanoy City, Pa. 17948, sells rulebks., Off. Guides, annual passes 1886-1937, brass locks, keys, baggage checks. (SSE).

JOE McMILLAN, 683 Beach Dr., Needles, Calif. 92363, buys 35mm slides of ATSF cabooses on CSL, KCT, ITC, PC, SLSF, TP&W, GTW.

R.E. McMurdo, 755 Main St., Waltham, Mass. 02154, sells trolley maps, transfers, tkts., printed matter. (SSE).

BOB McVAY, Box 625, King City, Calif. 93930, sells dupl. Kodachrome slides of SP n.g. in regular service and on excursions '47-'48. List, sample, 50c.

BARRY MERON, 5530 Beaminster St., Montreal 252, PQ., Canada, trades Montreal train pix or tts. for PCC postcards.

P. METROVICH, 916 Brook St., Olean, N.Y. 14760, will buy Heisler, Climax no. and bldr. plates.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys color, b&w pix of CMSP&P E-2 elec. locos on Cascade Div.

VINCE MILLIKEN, 7027 Rush-Lima Rd., Honeoye Falls, N.Y. 14472, buys color slides, b&w pix of steam, diesel on PRR Sodus Pt. br.; collision at Oleans, N.Y.

TIM MOORE, 3 Lincoln Lane, Simsbury, Conn. 06070, buys, trades bldr. and no. plates. (SSE).

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides; b&w pix, negs., other railroadiana. (SSE).

ED MOUL, 406 Country Lane, Narberth, Pa. 19072, buys color slides of rr. stations in Pa., dater dies of B&O, PRR, RDG.

WM. MUNDT, 1026 Elm St., Bethlehem, Pa. 18018, will sell album with 600 diff. mint foreign rr. postage stamps. (SSE).

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys, trades for anything FEC or Fla. Buys, trades, sells RPO cancellations, tkts.

DAVE NESTLE, RD. 2, Greenwich, N.Y. 12834, sells railroadiana. List 25¢, refundable.

R. OAKLEY, 907 W. B St., North Platte, Neb. 69101, sells coin bags marked Wells Fargo & Co. Buys wax sealers from rr. or express offices. (SSE).

HARRY OLMSTED, 1025 Oakcrest Rd., Arlington, Va. 22202, will buy 8-9/67 issues of Steam Locomotive & RR Tradition.

RUSS OTTENS, 9 Fordham St., Valley Stream, N.Y. 11581, sells rr. photos and pencil drawings. (SSE).

C.G. PARSONS, Rte. A2, Box 124D, Dunnellon, Fla. 32630, sells 35mm Kodachrome dupl. slides of steam, diesel, trolleys. Sample, 35¢.

JEAN PATENAUDE, 363 Oakville, Dorval, P.Q., Canada, will buy pix of CN 44-tonners 2-6.

LARRY PATTON, 911 Dickerson Lane, Blacksburg, Va. 24060, sells pix of steam, diesels, stations.

MAYER PEARLMAN, 141-11 78th Road, Flushing, N.Y. 11367, buys P&LE emp. tts.

JIM PETROPULOS, 515 S. Gertruda Ave., Redondo Beach, Calif. 90227, buys or borrows pix of 70-ton 2-8-2's of logging, mining, sugar rrs.

WALT POLOWCZYK, 38 Peach Pl., Bayshore, N.Y. 11706, will buy Wayner's "Car Names and Consists," 1947-'57 Psgr. Equip. Registers.

ERIC PORCH, 251 Richland, Mansfield, Ohio 44903, sells diesel, rolling stock pix of PRR, B&O, Erie, PC. Proof sheet of one rr. for 25¢.

ELVIN PRICE, Green Gate Gardens Apt., West Hill Dr., Greensburg, Pa. 15601, sells PRR calendars '58, '57, PRR historical bks. (SSE).

GENE PRICE, Box 278, Erwin, Tenn. 37650, sells rr. stationery. Buys, trades for railroadiana of Clinchfield. (SSE).

RAY RADWAY, 22495, Ray St., Detroit, Mich. 48223, sells "All Time Catalog of Interurban and St. Ry. Bks. & Bulls."

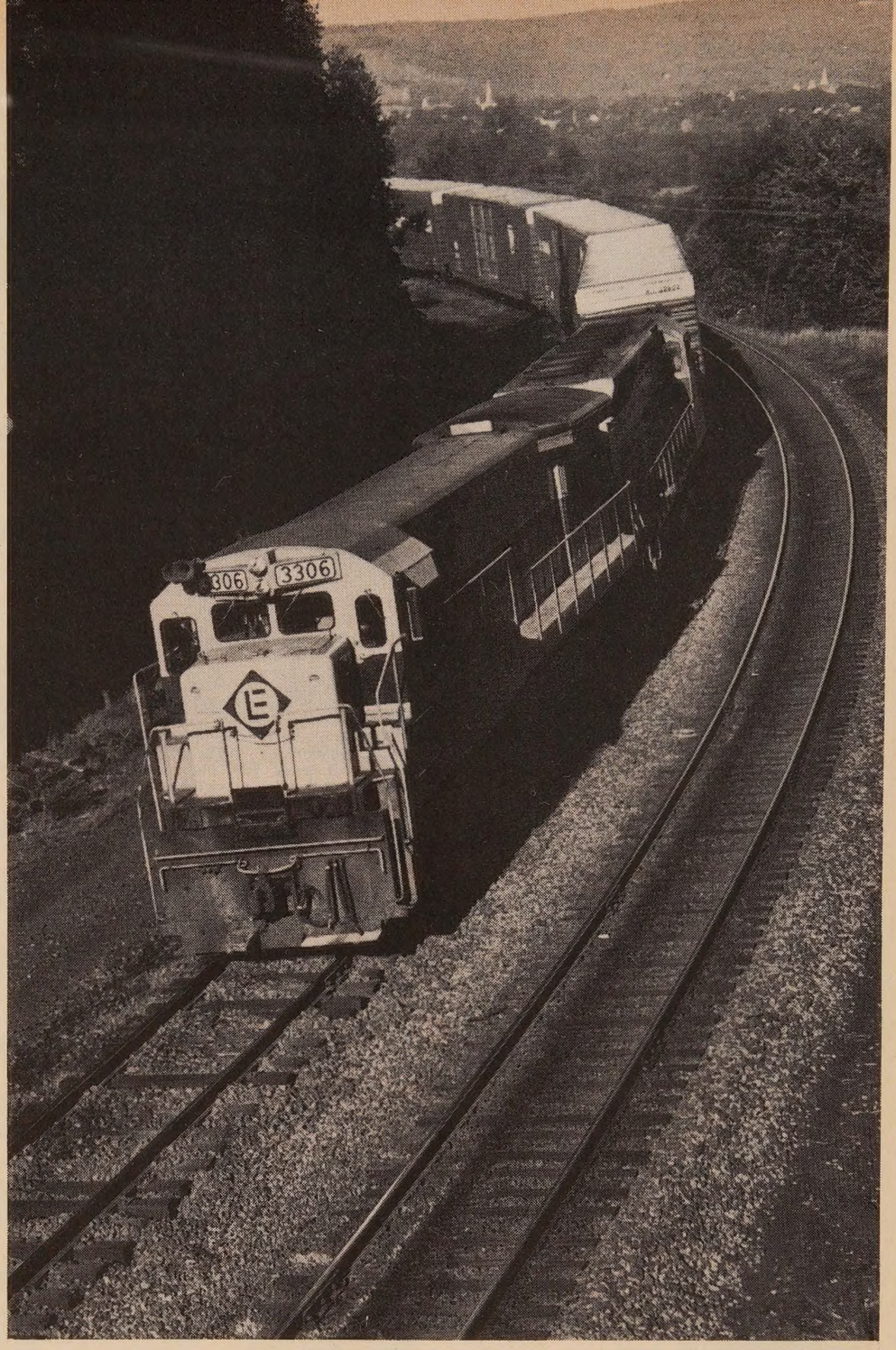
BOB REDDEN, 113 Munroe, Lynn, Mass. 01901, trades 35mm transportation slides.

RANDY REEDY, 2042 N. Taylor St., Arlington, Va. 22207, sells SOU items or trades for fire, police dept. badges. (SSE).

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes with rr. markings, bells, hdlts., whistles, locks, keys.

TOM ROSS, Box 255, Norwalk, Conn. 06852, sells old issues Ry. Progress. List, sample, 50¢.

STEVE SAMDKNOP, 812 Lewis St., Canton, Mo. 63435, buys, sells, trades dining-car china, silver. (Large SSE).



Rounding the curve in Black Rock Cut just east of Port Jervis, N.Y., in Aug. '70 is eastbound Erie Lackawanna freight with a U33c and an SD45.

Bill Botkin, 15 Columbia Rd., Convent Station, N.J. 07961

DAVE SAUMS, Box 125, Hillsdale, N.Y. 12529, sells NYC upper Harlem Div. tie date spike with dates 1922, '28, '30.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells back issues rr. and mdl. mags.; railroadiana. List, 10¢.

TED SCHNEIDER, 3812 Old Dominion Blvd., Alexandria, Va. 22305, buys pre-'50 PRR emp. tts., esp. Balt. Div., Delmarva Div., PRSL Atlantic Div.

JACK SCHRAMM, 19129 Cheshire St., Detroit, Mich. 48236, buys postcards of trolleys, trains, rr. stations; RPO, rr. literature

TOM SEAMAN, 237 S. Diamond St., Shamokin, Pa. 17872, buys slides of LV psgr. trains, diesels, cabooses.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells B&M, MEC, CV card tkts. of 1930's, '40's; Conn. trolley tts.; NH, PRR tts. Ea. list, 50¢.

SHERM SHOOK, 160 Andover, Wilkes Barre, Pa. 18702, sells color slides of EBT, n.g. lines in central Pa., Allegheny Mt. steam, elecs. (SSE).

F.S. SMITH, Washington Crossing, Pa. 18977, will sell last A&SAB tt. 12/55.

MARTHA SMITH, Box 327, Nyack, N.Y. 10960, sells rr. postcards, notepaper. (SSE).

J.H. STEVENSON, 6069 W. 54th St., Parma, Ohio 44129, buys pre-4/65 PRR east-west psgr. train consist bks. and pre-'4/68 PRR north-south psgr. train consist bks.

B. STOAR, 1111 Colcord St., Waco, Texas 76707, sells 3¼" globe lanterns from T&P, MKT, SLSF, MP.

JOHN STUBBLEFIELD, Box 666, Maroa, Ill. 61756, sells 35mm slides of N&W, BN, IC, GM&O, I&S, C&IM, ets. Sample, 40¢.

CLARK SUDDUTH, P.O. Box 66195, Baton Rouge, La. 70806, will buy current IC roster.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, sells 3x5 trolley pix. (SSE).

BOB TRENNERT, 6812 N. 9th St., Philadelphia, Pa. 19126, buys, trades 35mm slides of D&RGW n.g. equip., locos, scenes.

JEREMY TUKE, 4300 St. Paul Blvd., Rochester, N.Y. 14617, buys switch keys, lanterns, locks of NYC, LV, BR&P, DL&W, Erie, PRR, B&O, C&O, PS&N.

MIKE VAIUSO, Box 619, Schenectady, N.Y. N.Y. 12301, trades size 616 diesel negs. of PC, etc., for other rrs.

JACK WEISS, 1039 Club House, Independence, Ky. 41051, will sell one OUR, one K&IT plain short globe lanterns.

WALT WILK, Box 5424, Detroit, Mich. 48211, sells color slides of PC, N&W, C&O, GTW, DT&I, D&TSL, WS, WT, TT, ET, CN, CP, PH&D. No list.

ROY WOJAHN, 1012 E. Vanowen St., Orange, Calif. 92667, sells 8x10 pix of CB&Q 5632.

A.R.W. WOOLLER, 134 Kingsdowne Ave., South Croydon, Surrey CR2, 6QR, England, buys newspaper and mag. clippings, pix, articles on Flying Scotsman.

HOWARD WORLEY, 713 Lafferty Dr., Pittsburgh, Pa. 15227, buys anyting P&WV.

HARRY WYNN, Derry, Pa. 15627, will buy close-up photo or sketch of trolley fare register.

DENNIS YACHECHAK, W-95 Ridgewood Ave., Paramus, N.J. 07652, buys 1871 EL tts.; Trains Album 14.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells diesel negs. on approval; state wants. (SSE).

JOHN YATES, 125 E. Oakland Ave., Oaklyn, N.J. 08107, will trade 10/56 PRR rule bk., mint cond. for other rule bks.

EV YOUNG, Box 2468, Pikeville, Ky. 41501, buys B&O emp. tts.; C&O, B&O dispr. sheets.

W. YOUNG, 1141 Harwood St., Vancouver 5, B.C., Canada, sells pix of BCER, Canadian trolleys, state wants.

ERNEST ZEHNDER, 325 Lardner, Philadelphia, Pa. 19111, trades 35mm color slides of PC, RDG, CNJ, B&O for those in your area. Buys PRR, RDG steam negs.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of hard-cover books: "Steam in the Sixties," Ziel, Foster, 208 big pages, illust. ('67), $9.50; "Treasury of Amer. Folklore," Botkin, Carl Sandburg, 932 pages ('44), $9; "Cloud-Climbing RR." (timber, trestles, trains), Neal, 82 pages, illust., index, $2.50; "Backwoods Rrs. of the West," Steinheimer, 178 very big pages, illust., index ('63), $10; "Rio Grande Car Plans," Wayner, 56 very big pages ('69), $8; World Railways: 1961-'62, Sampson, 435 very big pages, ill., index, $7; all good cond., postpaid.

Coming Events

June 6, 10, 14, 22: visit Niagara Falls from Windsor, Ont.; CNR train and bus. Adults $21, $23; kids less. Emarcy Tours, P.O. Box 1287, Detroit, Mich. 48231.

June 9-11: Nevada-Calif. Hist. Soc. adventure June 30-July 4: Silverton-Cumbres narrow-gage safari; Aug. 4-20: Alaska-Yukon adventure. Jim Weinberger, tour director, R&LHS, Box 3552, San Francisco, Calif. 94119.

June 9-25 and Sept. 1-17: rail ramble in England, Scotland, Wales. Write Mrs. Wallace, Madison Travel Bureau, 28 Waverly Pl., Madison, N.J. 07940.

June 10: NY Chapt., R&LHS, steam railroad and river boat trip. Contact Geo. Basch, 85-35 143rd St., Jamaica, N.Y. 11435.

June 17: Round trip over CofG, using Southern 4501. Contact Augusta Chapt., NRHS, Box 4094, Martinez, Ga. 30907.

June 17 and Sept. 3: all-day steam round trip on McCloud River RR., McCloud to Burney, Calif.; July 8, 22, Aug. 5, 19: round trip McCloud to Mt. Shasta City. Write, Northern Calif. RR. Club, Inc., Box 668, San Mateo, Calif. 94401.

June 25: Five-hour streetcar excursion in Phila., Pa., leaving 49th and Woodland at noon; various routes. Contact Merle Grimler, 2307 Wagner Ave., Erie, Pa. 16510.

June 27-July 3: Michigan RR. club trip to Montreal, Halifax, Maritime Provinces. Write Eugene Sussex, 19934 Pierson Ave., Detroit, Mich. 48219.

June 29 and Sept. 7: 1972 International Rail Safaris to Europe; much steam riding. Treasure Tours Inter., Inc.; 1010 St. Catherine West, Montreal 101, Canada.

July 9: PCC trolley trip Shaker Heights line; leave Cleveland Union Terminal 11:30 a.m., return 5 p.m., $4.50 adults, kids half fare. Contact Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

Aug. 5: Union Pacific 8444 on special train Denver to Laramie, round trip, lv. Denver 7 a.m., return 6 p.m., food available in baggage car. Write Intermountain Chapt. NRHS, Box 5181, Denver, Colo. 80217.

Aug. 11, 12, 13: convention of National Assn. of Timetable Collectors, Holiday Inn, Waterbury, Conn. Contact Louis Goodwin, Lock Box 3, Northfield, Conn. 06778.

Aug. 12-14: railfan weekend. O&W scenic steam train from Summitville, N.Y. Exhibits of O&W memorabilia, pre-1915 antique cars. Write Edgewood Inn, Livingston Manor, N.Y. 12758.

Aug. 19-Sept. 4: Canadian Rail Odyssey: lv. N.Y. for Montreal or Toronto, Vancouver, Lake Louise, PGE, Hudson Bay, etc. Write Leroy Beaujon, RRE, NY Div., 16 Hickory Ave., Apt. E9, Bergenfield, N.J. 07621.

Aug. 30-Sept. 4: NRHS National Convention, New York. Variety of rail trips, banquet. Contact Herbert Frank, Jr., 655 E. 14th St., Apt. 5A, New York, N.Y. 10009. ●

Model Trading Post

O. BARNES, Box 89, North Jackson, Ohio 44451, sells HO gage Snydam std. brass SP Balboa psgr. cars; United locos. (SSE).

BOB HENT, Jr., 1817 Evergreen, Alton, Ill. 62002, will trade HO snap track, 2 HO power packs for Athans n.g. switcher and track.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, Ohio 44135, will sell HO Olympic Express GP9 mechanism.

G.R. MILLS, 1159 Loma Sola Ave., Upland, Calif. 91786, will buy running gear for O scale steam loco or trade same in HO.

HOWARD MOULTON, 204 Richards, Portsmouth, N.H. 03801, trades modern trs. for toy trs. of 1920's-'30's, esp. Lionel 9, 256.

PAUL ORLOW, Rte. 1, Box 370, Evergreen, Colo. 80439, will sell AHM 2-8-8-2, 2 cab-forwards, 2-8-4, 4-6-4, 0-8-0. ●

Pen Pals Wanted

Gloria Abaya (25), 1796 Lawa-an, Talisay Cebu, Philippines.

Al Birch (48), N. 5403 Maple St., Spokane, Wash. 99208, wants pen pals interested in all forms of transportation and timetables.

Jeff Newton (17), 417 N. 24th Street, St. Joseph, Mo., wants teen-age pen pals interested in steam.

Walter Pennington, P.O. Box 478, Portola, Calif. 96122, wants girl pen pals. (He didn't state his age.)

Evelyn Ramoneda (19), Junior Store, Market Place, Madredejos, Philippines.

E.P. Humphrey, Jr., 228 Booth Lane, Haverford, Pa. 19041, wants to hear from anyone with info. on James Young Humphrey, asst. to president of Phila. & Reading RR. 1865-'68.

King Lee (15), 6512 Algard St., Philadelphia, Pa. 19135, wants to hear from female interurban buffs, also anyone living on or near trackless trolley routes.

Norman Jean Day (25), Rte. 1, Unicoi, Tenn. 37692.

William Elza J. R. Freeman (17), RR 6, Box 336, Decatur, Ill. 62521.

Mary M. Brockus (16), 205 W. 5th St., Moulton, Iowa 52572.

Robert Salas (18), 666 W. 6th St., San Bernardino, Calif. 92410.

Mary Kupchunas (15), 4702 Melrose St., Philadelphia, Pa. 19137.

Walter Fletcher, 709 Rhodes Ave., Grandview, Mo. 64030—seeks his niece whose maiden name was Mary Jane Weaver, moved to Idaho. Her brother is critically sick.

Mrs. Alice Salas (39), and son, Philip (16), both 3434 E. Lafayette, Stockton, Calif. 95205.

Debbie Daugherty (15), 4542 Bermuda St., Philadelphia, Pa. 19124.

Patricia Ann Yoder (14), Box 106, Tonasket, Wash. 98855.

Donald Neal, c/o Rassell's, 59 Belmont St., Buffalo, N.Y. 14207.

Vickey Lynn Manning (15), 1100 N. 5th West, Lehi, Utah 84043.

Twila June (14) and Reeda Haddock (16), both 163 S. 2nd East, American Fork, Utah 84003.

Rickey Mann, (14), RFD No. 1, Box 12, Lehi, Utah 84043.

Jerry Sims, 337 E. 5th Street, New York, N.Y.

Kay Moehn (17), P.O. Box 112, Stockbridge, Wis. 53088.

Harvey Zahringer, (18), Rte. 2, Hilbert, Wis. 54219.

Rosalinda Gagui (30), 94 S.F. Cabanta St., Mamolo, Philippines.

Mrs. Myrtle Clary, Lot 43, Moss Oaks Trailer Ct., Inverness, Fla. 32650, widow, sick and lonely, needs cheer-up letters and cards. ●

Abandonments (March list)

Chicago & North Western: 3.1 miles, Shady Oak to Roberts, Iowa; 22.2 miles, Riverton to Lander, Wyo.

Missouri Pacific: 20.95 miles, Bush to Marion, Ill.

Western Maryland: 1.98 miles, near Frostburg, Md.

Baltimore & Ohio: 0.86 miles, Buckeystown branch, Buckeystown, Md.; 1.32 miles, Somerset Mining branch, Hooversville, Pa.

Chesapeake & Ohio: 0.94 miles, part of Marrowbone branch, Hellier, Ky.; 0.69 miles, Price Hill Branch, Price Hill Jct., W. Va.; 1.28 miles, part of Gauley branch, Nicholas County, W. Va.

Fairmont, Morgantown & Pittsburgh and the Baltimore & Ohio: 2.03 miles, York Run branch, Fayette County, Pa.

Illinois Terminal: 7.58 miles, Benld to Carlinville, Ill., acquired trackage rights over C&NW between both cities.

Illinois Central: 1.30 miles, within Madison, Wis.

Kansas City, Shreveport & Gulf Terminal: 1.68 miles, track serving Union station, Shreveport, La.

Santa Fe: 52.29 miles, B.N. Jct. to Gridley, Kan.

Milwaukee: 22.63 miles, Roy Jct. to Roy, Mont.

Penn Central: 11.4 miles, (Cleveland, Cincinnati, Chicago & St. Louis Ry.) Craig to Westport, Ind.; 0.5 miles, Barian track, Clearfield County, Pa.; 2.5 miles, Patton No. 3 branch, Cambria County, Pa.; 1.5 miles, (Michigan Central) Grand Rapids Belt branch, Grand Rapids, Mich.; 0.2 miles, portion of Allegheny branch, Pittsburgh, Pa.; 1.5 miles, Coal Run branch, Clearfield County, Pa.; 0.4 miles, Schuman Run branch, Cambria County, Pa.; 4.9 miles, Hastings branch, Cambria County, Pa.; 1.2 miles, portion Freehold Secondary track, Monmouth County, N.J.; 1.8 miles, Mahaffey branch, McGees to Mahaffey, Pa.; 6.6 miles, Callahan Quarry branch, Selkirk Yard to South Bethlehem, N.Y.; 2.9 miles, St. Joseph branch, Benton Harbor extension, Berion County, Mich.

Trenton-Princeton Traction Co.; 2.66 miles, Eldridge Ave. to Engineering station, Lawrenceville, N.J.

Total abandonments authorized by ICC for March '72, 177.53 miles.

Proposed Abandonments (March list)

Baltimore & Ohio: National Road to Shawnee, Ohio, Reedsville to Kingwood, W. Va.; Rinard to Shawneetown, Ill.

Penn Central: Kiptopeke branch, Cape Charles to Kiptopeke, Va.; Stanley to Newark, N.Y.; Clyde to Tiffin, Sandusky, Ohio; Tiffin to Benwick, Ohio; Newton Falls to Alliance, Ohio: Wilmington to Wilmington Jct., Pa.; Crawfordsville to Waveland, Ind.; Salamanca (Oil City secondary branch), Venango, Pa.

Burlington Northern: Fremont to Kenmore, Wash.

Central Indiana Railroad: Westfield to Lebanon, Ind.

St. Louis Southwestern: Gideon to Deering Jct., Mo.; Truman, Ark., to Leachville, Mo.

Southern Pacific: Sugarfield to Robbins, Calif.

Rock Island: Pringle to Amarillo, Texas.

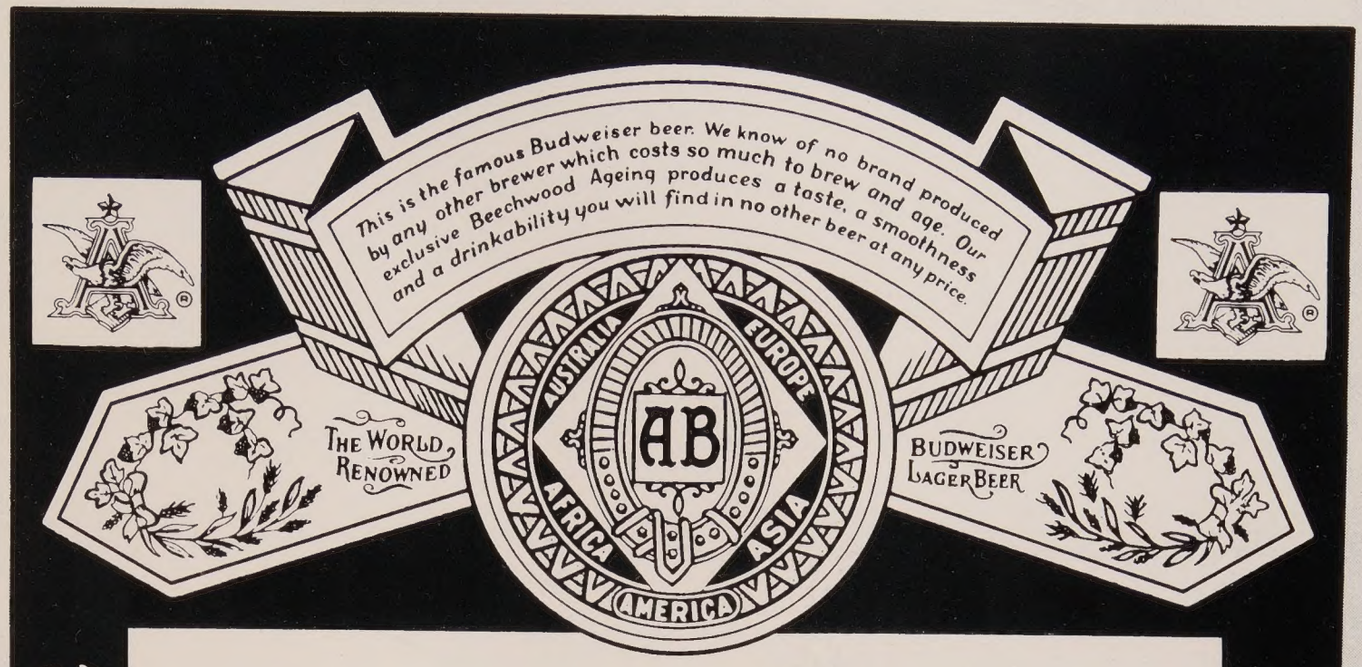
Great Western Railway: Officer to Eaton, Colo.

Milwaukee: Hollendale Jct. to Rock Island Jct., Minn.

Santa Fe: Crews to Palmer Lake, Colo.

Denver & Rio Grande Western: Kelker to Skinners, Colo.

Chicago & North Western: Sanborn to Wanda, Minn. ●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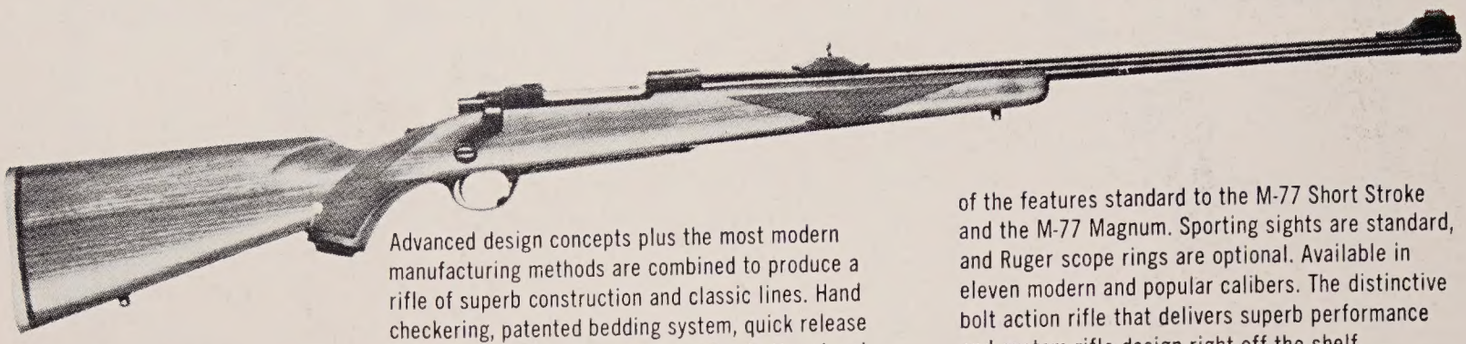
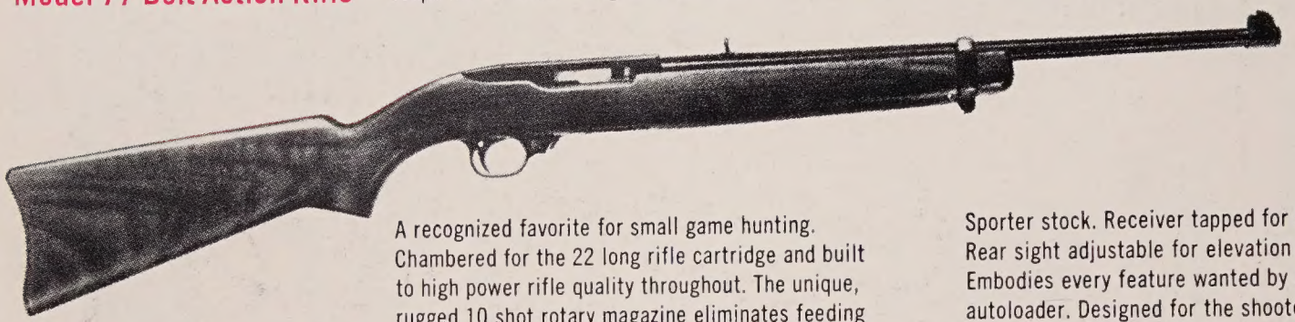


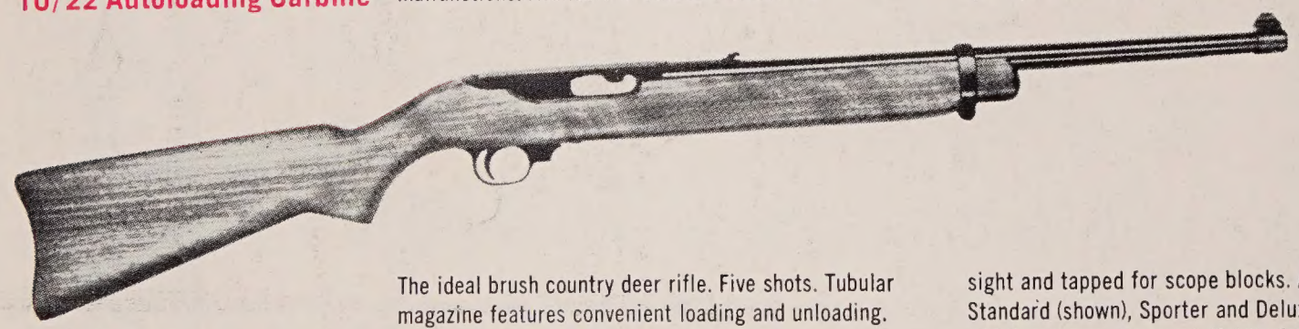
Model 77 Bolt Action Rifle

Advanced design concepts plus the most modern manufacturing methods are combined to produce a rifle of superb construction and classic lines. Hand checkering, patented bedding system, quick release floor plate, sliding tang safety, rubber butt pad and scope mount bases integral to the receiver are some of the features standard to the M-77 Short Stroke and the M-77 Magnum. Sporting sights are standard, and Ruger scope rings are optional. Available in eleven modern and popular calibers. The distinctive bolt action rifle that delivers superb performance and custom rifle design right off the shelf. $165.*—$179.



10/22 Autoloading Carbine

A recognized favorite for small game hunting. Chambered for the 22 long rifle cartridge and built to high power rifle quality throughout. The unique, rugged 10 shot rotary magazine eliminates feeding malfunctions. Available in Standard (shown) or Sporter stock. Receiver tapped for scope blocks. Rear sight adjustable for elevation and windage. Embodies every feature wanted by sportsmen in a 22 autoloader. Designed for the shooter who recognizes quality. $56.50*—$64.50.



44 Magnum Autoloading Carbine

The ideal brush country deer rifle. Five shots. Tubular magazine features convenient loading and unloading. Gas operated mechanism provides smooth and reliable functioning. Equipped with adjustable rear sight and tapped for scope blocks. Available in Standard (shown), Sporter and Deluxe (with receiver sight) versions. Compact, lightweight, light recoil, high power. $117.*—$122.—$125.

Number One Single-Shot Rifle

As a combination of beauty and strength, this falling block rifle has no equal in the world of modern sporting firearms. The Standard Model shown is one of five basic models designed for every sporting purpose. Models vary by barrel length, barrel style, forearm style, sighting equipment and chamberings for eleven proven cartridges. An expensive rifle. Worth every penny of it in terms of accuracy and elegance. A logical style for the varmint shooter and a challenge to the big game hunter. $265.* (all models)

All Ruger Carbines and Rifles have American Walnut Stocks, precision milled from solid blanks.

*Prices shown are for different versions of the basic model. Asterisk denotes price of the model that is illustrated. All prices are suggested retail list.

For complete facts and comprehensive description on all Ruger firearms please send a post card to Department RR

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